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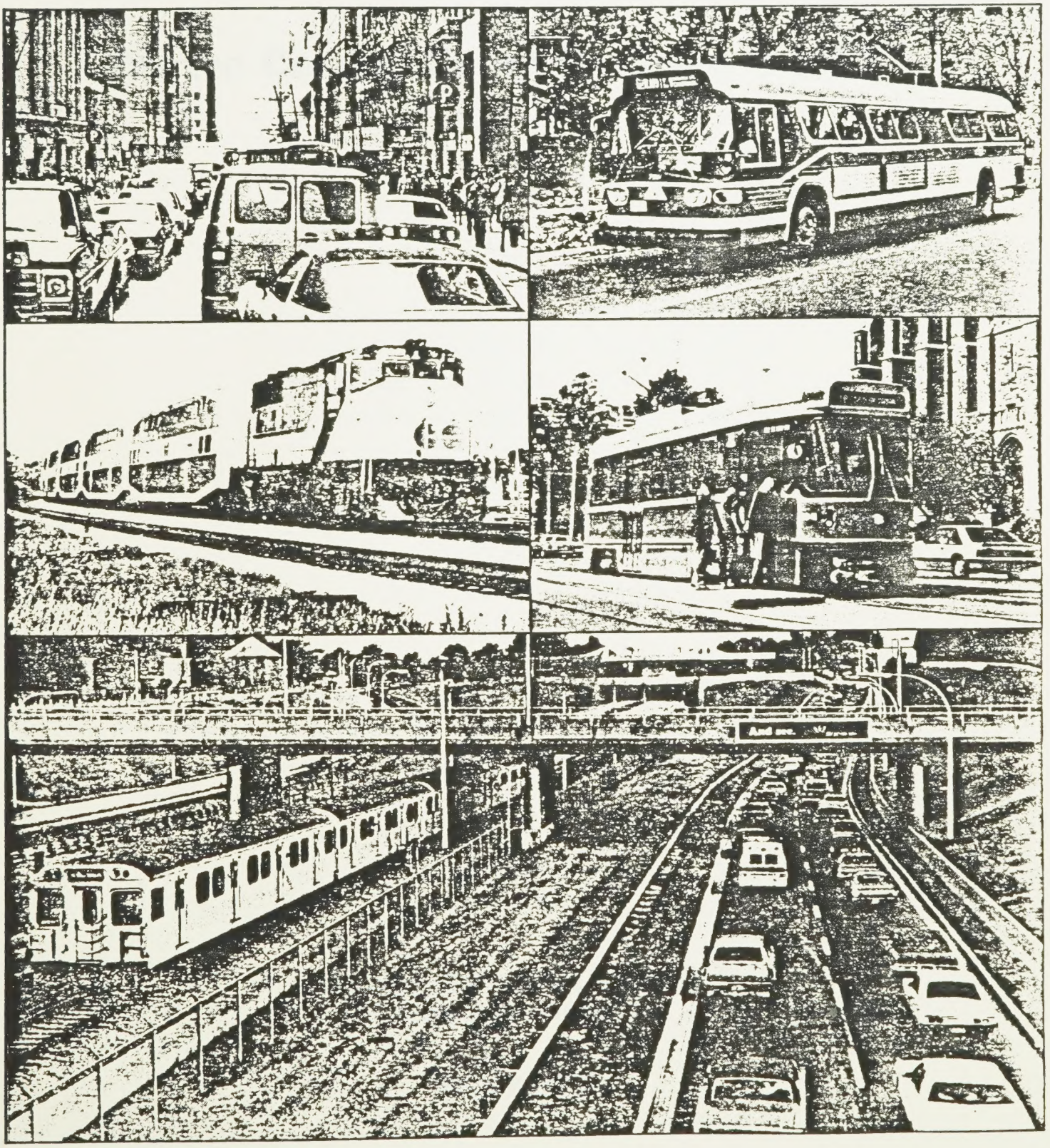
Metro Cordon Count Program - 1983



Metropolitan Toronto Planning Department

Metro Cordon Count Program – 1983

Metropolitan Toronto Planning Department
Transportation Division

December, 1983

PREFACE

The Metro Cordon Count Program was established in 1975 by the Metropolitan Toronto Planning Department, following discussions with other planning and operating agencies within Metropolitan Toronto and the surrounding Regional Municipalities. Agreement was reached on the need for regular collection of consistent, comprehensive, Metro-wide data on daily vehicle and person movements, to assist in the monitoring of changes in demand and the planning of additions and improvements to the transportation system. The Program was designed to be as compatible as possible with the historical cordon count programs of the City of Toronto and the Toronto Transit Commission.

The Program has subsequently been carried out biennially. In a departure from previous practice, the current Cordon Count was conducted over a two-year period; the Downtown Core was surveyed in 1982 and the remainder of Metropolitan Toronto in 1983. The counts were undertaken by the Metropolitan Planning Department with the cooperation of the City of Toronto Department of Public Works, the Toronto Transit Commission (TTC), the Ministry of Transportation and Communications (MTC) and GO Transit. The assistance of the above agencies is greatly appreciated.

In 1983, counts were carried out during approximately the same period by the neighbouring Regional Municipalities of York and Peel using compatible standards.

This report presents a summary of data from the 1982 and 1983 counts, and provides comparisons with the earlier counts. It should be noted that the report contains only a small portion of the total amount of information collected. Attempts to draw detailed conclusions should be made only after all the relevant information has been considered. This caution is made because factors such as road construction, weather, accidents, and transit equipment failures can have significant effects on counts, and therefore, on comparisons with information collected in previous years. Projections of long-term trends should not be made using rates of change based on a limited number of counts since anomalies of the type described above do exist. As data from each successive cordon count becomes available, projection of trends will become progressively more reliable.

CONCLUSIONS

The selected results presented in this report have been prepared as a summary of the available information in order to identify the nature of the information collected, and to make available various useful statistics regarding travel in Metropolitan Toronto. This report presents only a portion of the available information and possible analyses. Metro Cordon Count data is utilized by the Metro Planning Department and other agencies on an on-going basis as input to specific studies and in response to various information requirements.

Following are some general observations and conclusions made from the information presented in this report. For more specific conclusions refer to the text and exhibits in Section 4.

With the exception of the Downtown Core, (note that stations comprising the Downtown Core were counted in 1982), there has been a general increase between 1981 and 1983 in vehicle and person movements at the various cordons analyzed in this report. The following table provides an indication of the magnitudes of the changes involved and a comparison with previous two-year rates of change. For more detailed data, refer to Exhibits 26 and 27.

PERCENT INCREASE IN

VEHICLE AND PERSON TRIPS CROSSING MAJOR CORDONS*

(7:00 a.m. to 7:00 p.m., Two Way Totals)

		Metro Boundary	Suburban Cordon	Railway Cordon	Downtown** Core
Total Vehicles	1975-77	15.4	6.3	3.1	3.6
	1977-79	11.7	5.9	3.6	3.3
	1979-81	16.3	4.9	-1.3	4.2
	1981-82	-	-	-	**-3.7**
	1981-83	5.9	2.3	5.3	-
	1975-82	-	-	-	**7.4**
	1975-83	58.6	20.8	11.0	-
Total Persons (by auto & transit)	1975-77	16.9	7.6	3.7	4.9
	1977-79	10.0	5.7	2.0	0.4
	1979-81	17.9	6.1	5.7	8.9
	1981-82	-	-	-	**-1.7**
	1981-83	4.6	3.7	2.3	-
	1975-82	-	-	-	**12.7**
	1975-83	58.8	25.1	14.3	-

* See Exhibit 8 for the location of the Cordons

** The Stations comprising the Downtown Core were counted in 1982

Between 1981 and 1983, as in the 1975-83 period, there was overall growth in both vehicle and person movements at a majority of the cordons and screenlines selected for study. This applies to the daily (7:00 a.m. to 7:00 p.m.) volumes as well as those in the morning and afternoon peak periods. In general, however, this growth was noticeably lower in the 1981-83 period than was experienced in 1979-81. Furthermore, a mixture of increases and decreases in vehicle and person flows is evident when considering individual screenlines, transit facilities, and expressways. It is felt that the slower rate of growth in traffic, and the significant number of counting locations where decreases (from 1981) were experienced are as a result of the recent economic downturn.

As in previous Cordon Count years, the most significant growth in person and vehicle trips between 1981 and 1983 occurred at the Metro Boundary. This is a

result of continued growth in the neighbouring Regions in terms of both population and employment, and increasing home-to-work travel in both directions across the boundary. However, between 1981 and 1983, person and vehicle trips decreased at the West Metro boundary for the first time. Care should be used in interpreting this result in particular since construction and/or congestion on some of the major routes crossing the Boundary could be responsible for the apparent reversal of previous growth trends.

The numbers of person and vehicle trips crossing the Downtown Core cordon decreased between 1981 and 1982 for the 7:00 a.m. to 7:00 p.m. period. However, closer examination of the data reveals an increase in both person and vehicle trips during peak periods, implying decreases in off-peak and possibly discretionary (non-work) travel, likely caused by economic conditions.

Passenger counts on the subway system indicate general ridership growth, with a mixture of increases and decreases being experienced at the various locations counted. At the peak point on the subway system, on the section of the Yonge line south of Bloor Street, passenger volumes remained virtually unchanged between 1981 and 1982 for the 7:00 a.m. to 7:00 p.m. and morning peak periods. A noticeable increase was observed for the afternoon peak period.

GO Transit ridership on the Lakeshore, Georgetown, and Richmond Hill commuter rail routes showed a slight decrease in the period from 1981 to 1983. However, overall commuter rail ridership increased over the same period as a result of the introduction of the Milton, Bradford and Stouffville routes. The decreases in ridership mentioned above are primarily a result of diversion to the new routes.

The 1981-83 period represents a hesitation in the steady growth in travel experienced in Metropolitan Toronto between 1975 and 1981. A possible reason for this involves decreases in both work and non-work trips due to high levels of unemployment and other effects of the recent economic downturn. Other

factors which may affect the data collected include construction activity, disruptions to transit service, accidents, weather, and other factors which combine to produce daily variations in the travel volumes on the Metropolitan transportation system.

TABLE OF CONTENTS

	Page
PREFACE	i.
CONCLUSIONS	iii.
TABLE OF CONTENTS	vii.
LIST OF EXHIBITS	viii.
1. INTRODUCTION	1.
2. SURVEY PROCEDURE	8.
3. DATA PROCESSING	12.
4. SELECTED RESULTS	16.
4.1 Vehicle and Person Movements	16.
4.2 Distribution of Trips by Time	18.
4.3 Automobile Occupancy	19.
4.4 Modal Split	20.
4.5 Subway and Commuter Rail Flows	20.
4.6 Expressway Flows	22.

LIST OF EXHIBITS

			Page
1.	Locations of Screenlines and Counting Stations		4.
2A.	(Details of Counting Stations at) Expressway Interchanges		5.
2B.	(Counting Stations in) Downtown Area		6.
3.	Dates of Surveys		9.
4.	Vehicle Classification System		10.
5.	Report Format - Vehicle Classification		13.
6.	Report Format - Distribution of Person Trips		14.
7.	Report Format - Occupancy Distribution of Autos		15.
8.	Major Cordons Selected for Analysis		25.
9A.	Vehicles Crossing Inner Cordons	7:00 a.m.-7:00 p.m. - 1981	26.
9B.	Vehicles Crossing Inner Cordons	7:00 a.m.-7:00 p.m. - 1982	27.
10A.	Vehicles Crossing Inner Cordons	7:00 a.m.-9:00 a.m. - 1981	28.
10B.	Vehicles Crossing Inner Cordons	7:00 a.m.-9:00 a.m. - 1982	29.
11A.	Vehicles Crossing Inner Cordons	4:00 p.m.-6:00 p.m. - 1981	30.
11B.	Vehicles Crossing Inner Cordons	4:00 p.m.-6:00 p.m. - 1982	31.
12A.	Persons Crossing Inner Cordons	7:00 a.m.-7:00 p.m. - 1981	32.
12B.	Persons Crossing Inner Cordons	7:00 a.m.-7:00 p.m. - 1982	33.
13A.	Persons Crossing Inner Cordons	7:00 a.m.-9:00 a.m. - 1981	34.
13B.	Persons Crossing Inner Cordons	7:00 a.m.-9:00 a.m. - 1982	35.
14A.	Persons Crossing Inner Cordons	4:00 p.m.-6:00 p.m. - 1981	36.
14B.	Persons Crossing Inner Cordons	4:00 p.m.-6:00 p.m. - 1982	37.
15A.	Vehicles Crossing Outer Cordons	7:00 a.m.-7:00 p.m. - 1981	38.
15B.	Vehicles Crossing Outer Cordons	7:00 a.m.-7:00 p.m. - 1983	39.
16A.	Vehicles Crossing Outer Cordons	7:00 a.m.-9:00 a.m. - 1981	40.
16B.	Vehicles Crossing Outer Cordons	7:00 a.m.-9:00 a.m. - 1983	41.
17A.	Vehicles Crossing Outer Cordons	4:00 p.m.-6:00 p.m. - 1981	42.
17B.	Vehicles Crossing Outer Cordons	4:00 p.m.-6:00 p.m. - 1983	43.
18A.	Persons Crossing Outer Cordons	7:00 a.m.-7:00 p.m. - 1981	44.
18B.	Persons Crossing Outer Cordons	7:00 a.m.-7:00 p.m. - 1983	45.

		Page
19A.	Persons Crossing Outer Cordons 7:00 a.m.-9:00 a.m. - 1981	46.
19B.	Persons Crossing Outer Cordons 7:00 a.m.-9:00 a.m. - 1983	47.
20A.	Persons Crossing Outer Cordons 4:00 p.m.-6:00 p.m. - 1981	48.
20B.	Persons Crossing Outer Cordons 4:00 p.m.-6:00 p.m. - 1983	49.
21.	Distribution of Vehicles Crossing the Downtown Cordon	50.
22.	Distribution of Persons Crossing the Downtown Cordon	51.
23.	Distribution of Vehicles Crossing the Metro Boundary	52.
24.	Distribution of Persons Crossing the Metro Boundary	53.
25.	Average Auto Occupancy at 4 Major Cordons	54.
26.	Vehicle Trips Crossing Major Cordons	55.
27.	Person Trips Crossing Major Cordons	56.
28.	Vehicle Trips Crossing Major Screenlines	57.
29.	Locations of Selected Counts on Major Transportation Facilities	60.
30.	Selected Counts on Major Transit Facilities	61.
31.	Selected Counts on Expressways	66.

1. INTRODUCTION

The Metro Cordon Count Program involves the counting of person and vehicle movements across a number of cordons enclosing various portions of the Metropolitan area. Each cordon consists of a set of component screenlines, which are located where practicable along physical barriers with limited crossings; such as river valleys, railways, and freeways. The areas enclosed by the cordons and screenlines are designed to satisfy the requirements of a variety of planning purposes.

Counting stations are located wherever a road, subway line, or commuter rail line crosses a screenline, with the exception of certain local streets where flows are too low to justify the effort and expense of counting. Counts are taken and recorded manually by field staff. Railway movements by VIA Rail are not counted. In the current program, counts were taken at 370 counting stations.

In 1983, for the first time, the Cordon Count Program was conducted over a two-year period. Following the 1981 count, City of Toronto staff decided to apportion their workload on an annual rather than biennial basis. Consequently, data for all roadway, subway, and commuter rail counting locations comprising the Downtown Core cordon was collected during the spring of 1982. Caution is therefore advised in reading the tables and graphs, particularly in the case of individual transportation facilities which may have been counted both in 1982 and 1983 at different counting station locations.

During the planning stages for each Cordon Count Program, the list of stations to be counted is reviewed to determine if modifications are required. In some

cases, changes in travel patterns or modifications to the transportation network suggest the addition or deletion of counting stations. Between 1981 and 1983, the following components were added to the area transportation network:

1.	Roadway Links	- northerly extension of W.R. Allen Road to connect with Dufferin Street north of Sheppard Avenue; - completion of Black Creek Drive between Highway 400 and Weston Road; - completion of Highway 403 between Highway 401 in Mississauga and the Queen Elizabeth Way in Oakville.
2.	Commuter Rail Routes	- Milton GO service; - Bradford GO service; - Stouffville GO service.

As a result of these changes to the transportation network, and changes in traffic volume patterns, the following counting stations were added to the 1983 Program.

1.	Roadway Stations	- Conley Street north of Steeles Avenue; - New Westminster Drive north of Steeles Avenue; - Willowdale Avenue north of Steeles Avenue; - Black Creek Drive north of Eglinton Avenue.
2.	Commuter Rail Stations	- the Milton GO route at Union Station, Bathurst Street, the Humber River, and the West Metro Boundary; - the Bradford GO route at Union Station, Bathurst Street, Eglinton Avenue, Highway 401, and the North Metro Boundary; - the Stouffville GO route at Union Station, the CN Bala Subdivision, Victoria Park Avenue, the CN Uxbridge Subdivision, Highway 401, and the North Metro Boundary.

Several roadway stations were dropped from the 1983 Program due to insignificant traffic volumes or closure caused by construction activity.

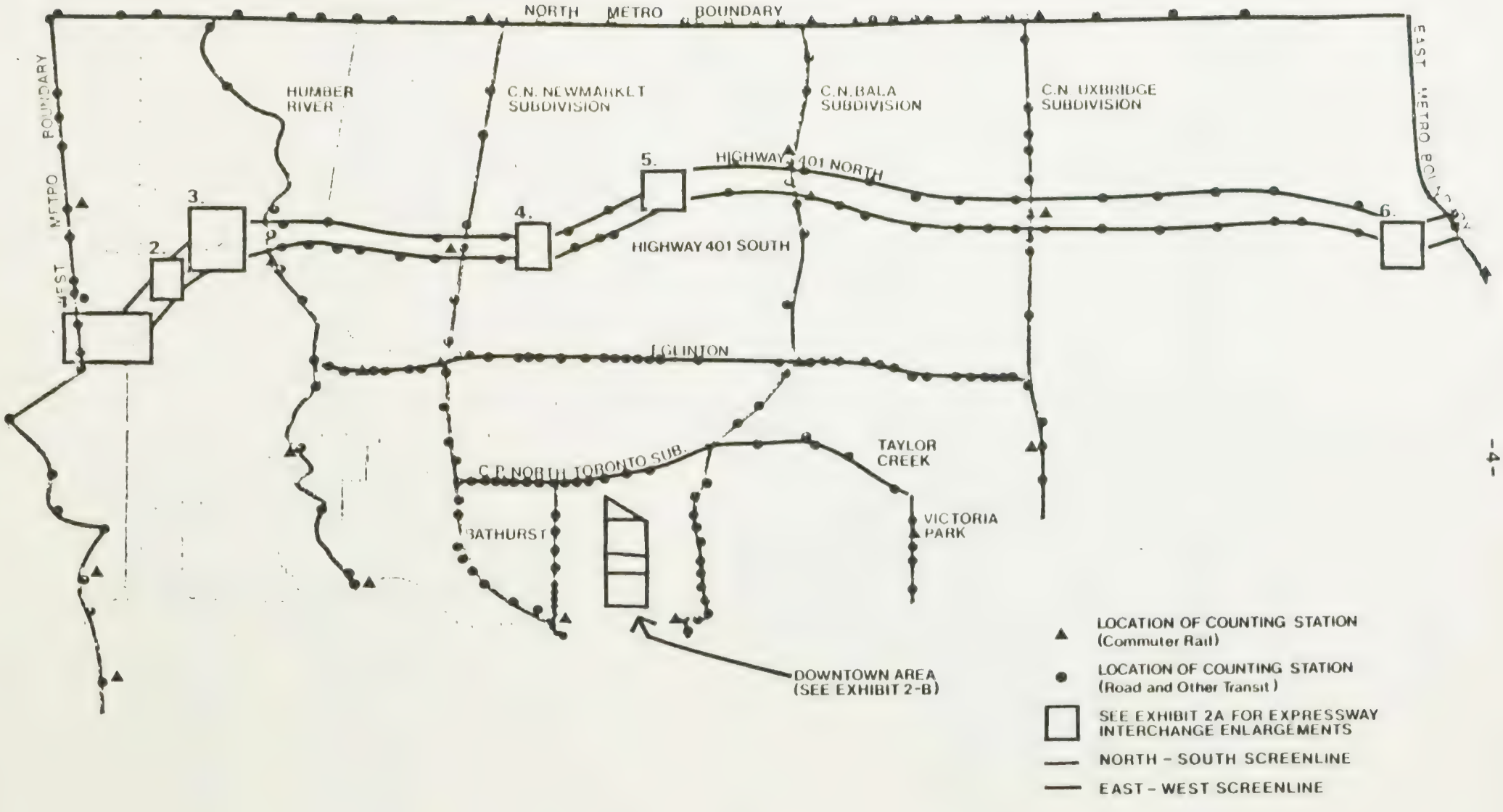
Exhibits 1 and 2 show the counting stations surveyed during 1982 and 1983.

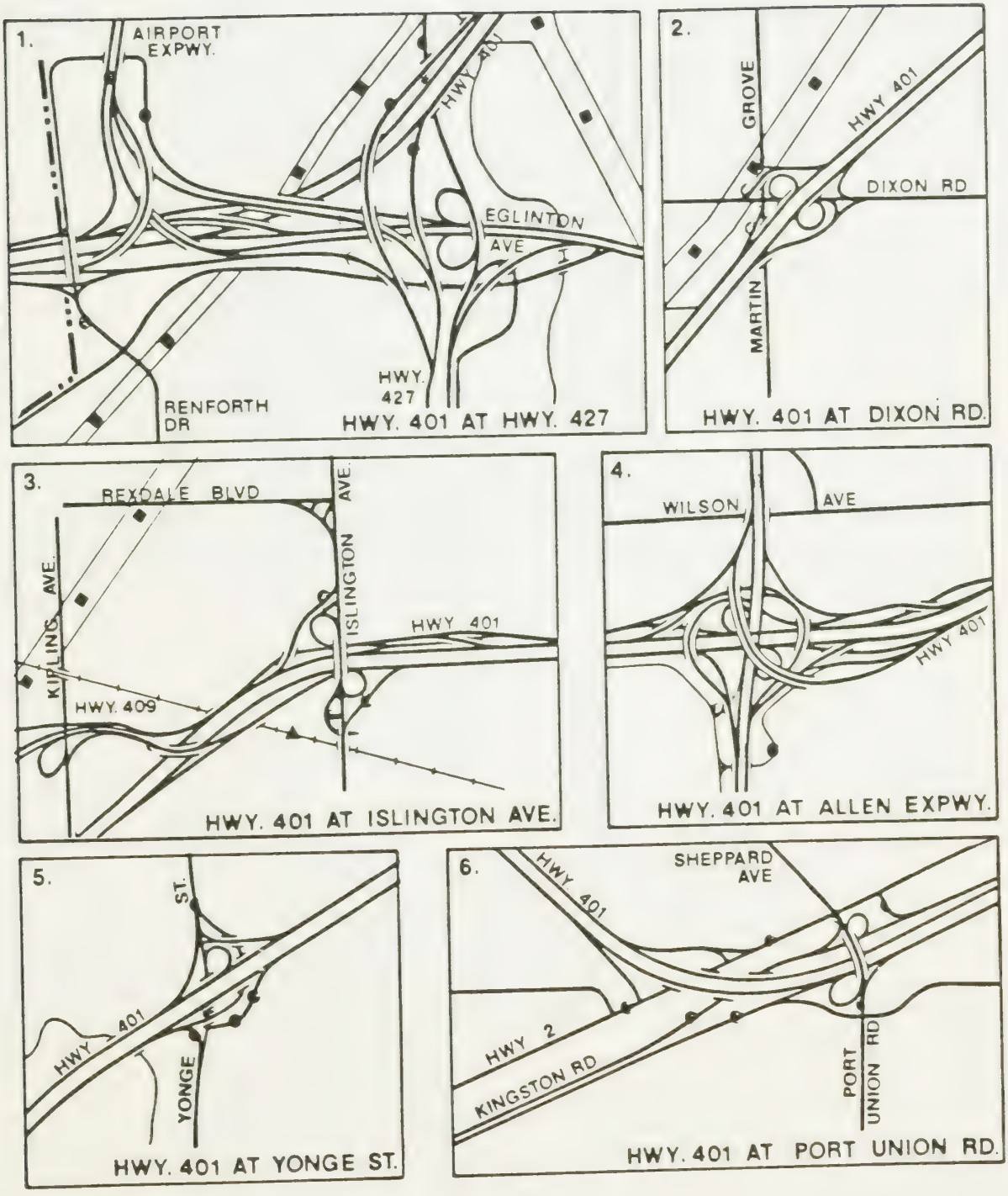
At each counting station, persons and vehicles were recorded by 15-minute periods from 6:30 A.M. to 11:30 P.M. for one day. The following information was collected for each station, as appropriate:

1. Number of Vehicles
   - (a) Private Autos
   - (b) Taxi Cabs
   - (c) Trucks
     - (i) Light
     - (ii) Medium
     - (iii) Heavy
   - (d) Buses
     - (i) TTC buses
     - (ii) Other buses
   - (e) Streetcars
   - (f) Subway Cars
   - (g) Commuter Rail Cars.

2. Number of Persons

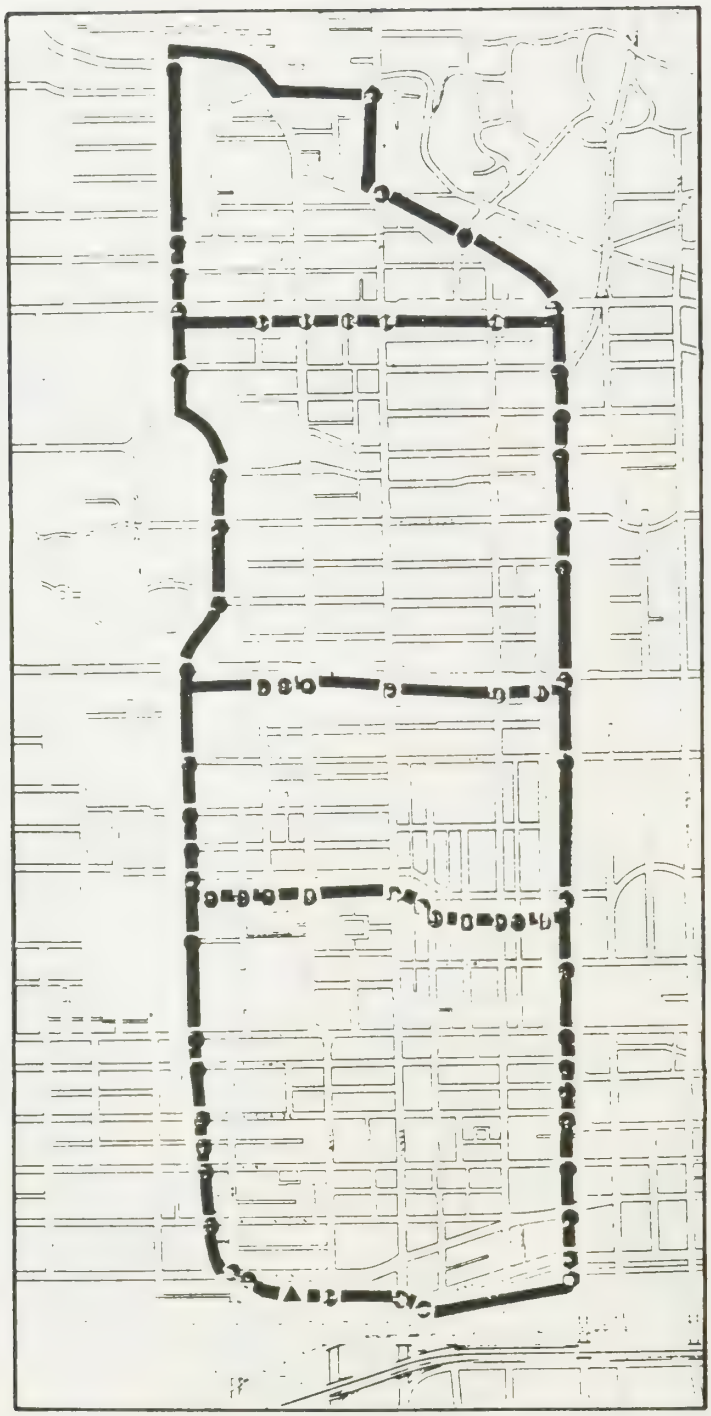
   The number of occupants in each private auto, taxi, bus, subway car, streetcar, or commuter rail car was counted.


NORTH METRO BOUNDARY
WEST METRO BOUNDARY
EAST METRO BOUNDARY
HUMBER RIVER
C.N. NEWMARKET SUBDIVISION
C.N. BALA SUBDIVISION
C.N. UXBRIDGE SUBDIVISION
HIGHWAY 401 NORTH
HIGHWAY 401 SOUTH
1.
2.
3.
4.
5.
6.
LAWRENCE
EGLINTON
C.P. NORTH TORONTO SUB.
TAYLOR CREEK
VICTORIA PARK
BATHURST
DOWNTOWN AREA (SEE EXHIBIT 2-B)
LOCATION OF COUNTING STATION (Commuter Rail)
LOCATION OF COUNTING STATION (Road and Other Transit)
SEE EXHIBIT 2A FOR EXPRESSWAY INTERCHANGE ENLARGEMENTS
NORTH - SOUTH SCREENLINE
EAST - WEST SCREENLINE



METRO CORDON COUNT PROGRAM 1983

EXHIBIT 2A : EXPRESSWAY INTERCHANGES



METRO CORDON COUNT PROGRAM 1983

EXHIBIT 2B : DOWNTOWN ARE

A series of computer programs created for the Cordon Count Program facilitates the checking, summarization and analysis of the collected data. Summary reports can be produced for any station or group of stations forming a screenline or cordon. Reports can be produced to show:

- distribution of vehicles by type,
- distribution of persons by mode (modal split); or,
- distribution of autos and taxis by number of occupants.

The Metro Cordon Count Program provides an excellent base of information from which to gain an understanding of transportation operations and requirements within Metropolitan Toronto. It is an important component of a program to monitor transportation within Metropolitan Toronto and is therefore important in influencing decisions regarding improvements to the transportation system.

2. SURVEY PROCEDURE

As in previous years, the 1983 Cordon Count was undertaken between the beginning of May and mid-June on weekdays, excluding Fridays. Travel patterns on Fridays are not felt to be typical of weekday travel. The time of year was selected because student manpower is readily available, but travel flows are not affected to a significant extent by summer vacations. Exhibit 3 shows the schedule of counts by screenline for 1982/83.

Counts were taken from 6:30 A.M. to 11:30 P.M., as this period includes the majority of a day's trips and lends itself to the use of two 8½-hour shifts. Most of the stations in the City of Toronto were counted by staff hired by the City of Toronto Department of Public Works. Counts on subways and several high-volume bus routes were taken by TTC staff, and commuter rail counts were supplied by GO Transit. The remaining counts were undertaken by temporary staff hired by the Metropolitan Planning Department, supplemented by counting staff from MTC Central Region. The staff were trained prior to beginning the counting program and their performance on the job was monitored by field supervisors.

Roadside counts were undertaken with mechanical hand counters with totals for each 15-minute period being entered on field sheets. The vehicle classification system used by the counting staff is shown in Exhibit 4. A one-day count at a typical station required approximately 5 persons (i.e. two persons per shift, plus relief for meals and rush hour assistance where warranted). Some busy locations

SCREENLINES COUNTED IN 1982	MAY														JUNE												
	5	6	10	11	12	13	17	18	19	20	25	26	27	31	1	2	3	7	8								
DOWNTOWN CORE	X	X	X	X	X	X			X	X	X																
MIDTOWN AREA							X	X				X	X	X	X	X	X	X	X								

SCREENLINES COUNTED IN 1983	MAY																JUNE										
	2	3	4	5	9	10	11	12	16	17	18	19	24	25	26	30	31	1	2	6	7	8	9	13	14	15	
WEST METRO BOUNDARY							X	X																			
NORTH METRO BOUNDARY	X	X	X	X																							
EAST METRO BOUNDARY																									X		
HWY. 401 (North and South)						X				X	X			X		X	X	X	X	X	X		X	X	X	X	
EGLINTON																		X		X	X	X	X				
CP NORTH TORONTO					X	X	X	X																			
TAYLOR CREEK													X														
HUMBER RIVER															X	X				X	X						
CN NEWMARKET SUB		X	X	X	X	X		X		X				X													
CN BALA SUB			X						X	X	X	X	X					X									
CN UXBRIDGE SUB									X	X																	
BATHURST														X	X	X											
VICTORIA PARK																	X		X								

EXHIBIT 3 : DATES OF SURVEY

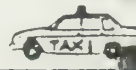
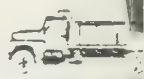
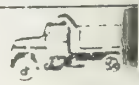
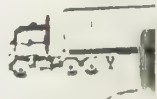
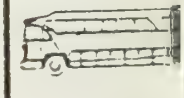
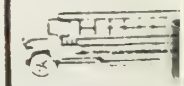
CLASSIFICATION	DESCRIPTION		EXAMPL
PRIVATE VEHICLES	AUTOS	• Passenger Cars • Jeeps • Cars with Trailers • Campers • Vans and Pickups with private passenger function (Passenger Registration)	
	CABS	• Taxicabs • Airport limousines	
COMMERCIAL VEHICLES	LIGHT TRUCKS	• Small Panel Trucks • Police Cars • Courier Vehicles • Ambulances • Public Utility Cars • Hearses • Vans and Pickups with commercial function (Advertising signs Commercial Registration)	
	MEDIUM TRUCKS (2 axles, dual rear tires)	• Delivery Trucks • Garbage Trucks • Tow Trucks • Dump Trucks	 
	HEAVY TRUCKS (3+ axles)	• Tractor trailers • Moving trucks • Tank trucks • Cement trucks	 
TRANSIT VEHICLES	TTC BUSES	• all except chartered T.T.C. buses	
	STREETCARS	• plus Mississauga Transit Buses	
	OTHER BUSES	• Chartered TTC buses • GO Transit • Wheel Trans vehicles • Voyageur • School buses • Airport buses • Markham Transit • Gray Coach	 

EXHIBIT 4 : VEHICLE CLASSIFICATION SYST

required up to 10 persons in one day, while some low-volume stations required only one person per shift.

Counting station locations were carefully chosen to provide the best vantage point possible for counting vehicle occupants. At some poorly illuminated stations, it was not possible to count auto occupants after dark (approximately 9:00 p.m.). At these stations, therefore, accurate person movement summaries are not available after 9:00 p.m. Bus and streetcar occupancies were estimated according to guidelines based on the degree of crowding. In the case of buses and other vehicles with heavily tinted windows, occupancies were estimated using rules of thumb. Attempts in an earlier count to utilize inter-city and commuter bus passenger counts from the operating companies proved to be too cumbersome and unreliable. Occupants of trucks were not counted.

During the 1983 counting period, there was extensive construction activity in Metropolitan Toronto, notably on Highway 401 between Highway 427 and Dufferin Street. At this and other locations, temporary road and ramp closures affected the counting program at various times. Severe weather conditions also affected the collection of data, particularly for those counting locations in the northwest corner of Metropolitan Toronto.

3. DATA PROCESSING

Data from TTC and GO Transit counts were added to the field sheets completed by Metro Planning and MTC counting staff. The sheets were checked visually for completeness and consistency, and the data was then keypunched and stored on a computer tape. Data from stations counted by the City of Toronto were supplied already keyed on to tape.

The complete set of data was put through a computer edit program which checked for the presence or absence of TTC bus, streetcar, subway, GO Transit commuter rail counts and after-dark counts according to indicators specified for each station. After correction and re-entry of any data found in error, a master file tape was created for use as input to the summary report programs.

The summary report programs can produce three types of report for a specified screenline (defined as one station or a combination of stations):

1. Distribution of Vehicles by Classification
2. Distribution of Persons by Mode
3. Distribution of Private Autos and/or Taxis by Occupancy

Each report covers one direction, and can be produced either by station within a screenline for a specified time period, or by time periods (15, 30 or 60 minutes) for the total screenline. Grand totals are calculated, and in the case of report types 1 and 2, subtotals can be printed for either user-specified peak periods or computed maximum 1-hour or 2-hour periods.

The formats of the summary reports are shown schematically in Exhibits 5, 6 and 7.

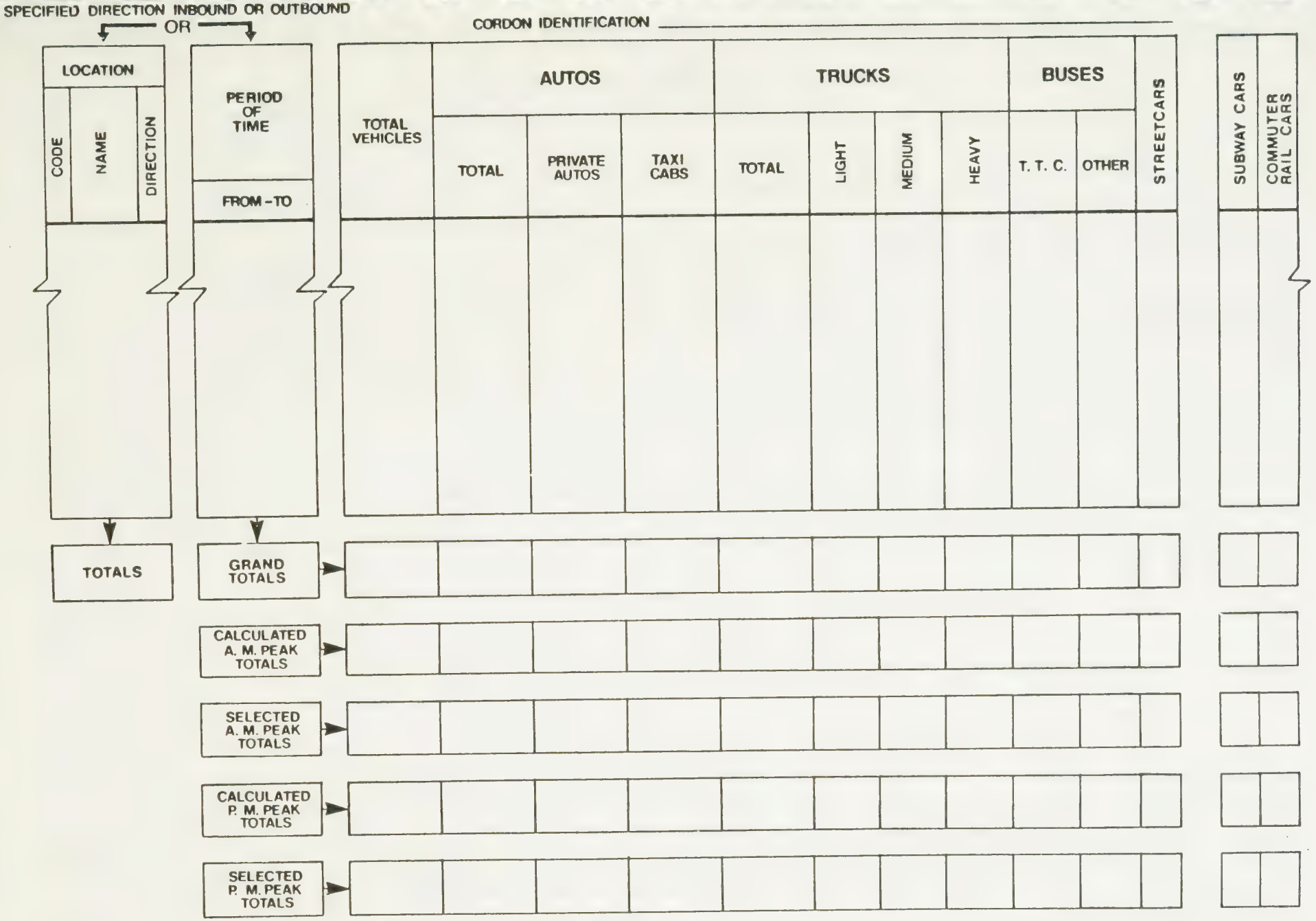


EXHIBIT 5 : REPORT FORMAT

(VEHICLE CLASSIFICATION BY LOCATION OR PERIOD OF TIME)

SPECIFIED DIRECTION INBOUND OR OUTBOUND

OR

CORDON IDENTIFICATION _____

LOCATIONS			PERIOD OF TIME	TOTAL PERSON TRIPS	AUTOS			TRANSIT					
CODE	NAME	DIRECTION	FROM-TO		TOTAL	PRIVATE AUTOS	TAXI CABS	TOTAL	TTC BUSES	OTHER BUSES	STREET CARS	SUBWAY	COMMUTER RAIL
TOTALS			GRAND TOTALS										
			CALCULATED A.M. PEAK TOTALS										
			SELECTED A.M. PEAK TOTALS										
			CALCULATED P.M. PEAK TOTALS										
			SELECTED P.M. PEAK TOTALS										

EXHIBIT 6 : REPORT FORMAT

(DISTRIBUTION OF PERSON TRIPS BY LOCATION OR PERIOD OF TIME)

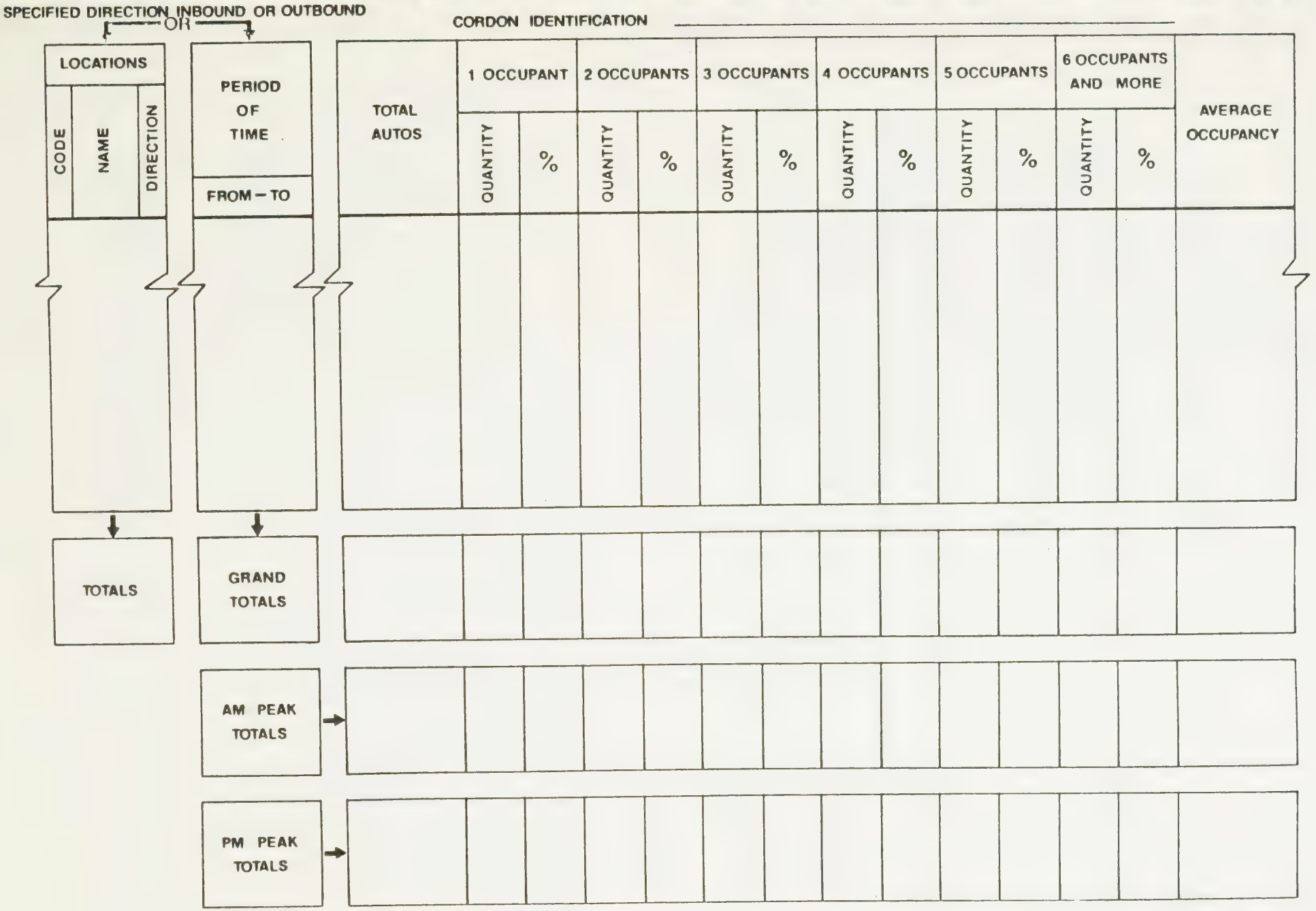


EXHIBIT 7 : REPORT FORMAT

(OCCUPANCY DISTRIBUTION OF AUTOS BY LOCATION OR PERIOD OF TIME)

4. SELECTED RESULTS

The bulk of this report consists of maps, graphs, and tables prepared to show the type of information collected by the Cordon Count Program and the types of analysis that may be undertaken. Some general comparisons of the results of the 1982/83 counts with data collected previously are also presented. Exhibit 8 shows the cordons which were selected for data presentation to illustrate the characteristics of vehicle and person flows at various locations within Metropolitan Toronto.

4.1 VEHICLE AND PERSON MOVEMENTS

Exhibits 9 through 20 present information concerning the 1981 and 1982/83 counts of vehicles by type, and of persons by mode crossing each of sixteen screenlines which make up the cordons identified in Exhibit 8. Inset figures show percentage changes by screenline from 1979 to 1981, 1981 to 1982 or 1983, and 1975 to 1982 or 1983. For this report, for the first time, the exhibits have been re-ordered to separate those for the Inner Cordon (containing 1982 data) from those for the Outer Cordon (containing 1983 data). Exhibits 26, 27 and 28 supplement these graphical summaries through the presentation in tabular form of totals for the various cordons and screenlines.

Vehicle flows shown include autos, taxis, trucks, buses and streetcars, but not subway and commuter rail cars which do not operate on roads. Person flows

include persons travelling by auto, taxi, bus, streetcar, subway, and commuter rail: however, drivers of taxis, trucks, and transit vehicles are not included as they are considered to be part of the vehicle and are assumed not to be making the trip for their own purposes.

Between 1981 and 1983, there was overall growth in terms of aggregate vehicle and person movements at most of the cordons and screenlines selected for study. This applies to the daily (7:00 a.m. to 7:00 p.m.) volumes as well as those in the morning and afternoon peak periods. In general, however, this growth was lower in the 1981-1983 period than was experienced in 1979-1981. A mixture of increases and decreases is evident when considering the vehicle and person flows observed at individual screenlines and facilities. It is felt that the slower rate of growth in traffic and the larger number of locations where decreases (from 1981) were observed are a result of the economic downturn experienced over the last two years.

As in the 1979-1981 period, the highest growth in vehicle and person trips occurred at the Metro Boundary, due to the increasing interaction between Metropolitan Toronto and its neighbouring regions. However, primarily due to a decrease in traffic observed at the West Metro Boundary, the overall boundary growth rate dropped from 16.3% to 5.9% for vehicle trips and from 17.9% to 4.6% for person trips, combining both directions during the 7:00 a.m. to 7:00 p.m. period. Similar, but even more noticeable patterns are evident during the morning and afternoon peak periods. The reasons for the slight decrease in actual traffic counted at the West Metro Boundary are not clear and caution is suggested in interpreting these results. A modest slowdown in growth occurred at the North Metro Boundary while a slight increase in growth rate was observed at the East Metro Boundary.

Growth rates at the Suburban and Railway cordons were in overall terms slightly lower than for previous years but actual vehicle and person flows showed a slight

general increase, with a mixture of increases and decreases being evident at individual screenlines.

For the first time since the Cordon Count Program began in 1975, vehicle and person flows crossing the Downtown Core cordon decreased over the 7:00 a.m. to 7:00 p.m. period. This decrease was more noticeable for vehicle trips, indicating a continuation of the shift from private automobile to public transit. Slight general increases in peak period travel (except for inbound vehicle trips during the morning peak period) were offset by larger decreases in travel outside the peak period. The latter observation appears to run counter to the generally assumed trend towards spreading of the peak as a result of variable or staggered work hours. It is emphasized that the traffic in the Downtown Core was surveyed during 1982 (not 1983) and travel during that year may have been affected to a greater extent by the economic downturn than travel in 1983.

4.2 DISTRIBUTION OF TRIPS BY TIME

Exhibits 21 and 22 depict graphically the temporal variation of vehicle and person flows at the Downtown Core cordon by 15 minute periods, inbound between 7:00 a.m. and 10:00 a.m. and outbound between 3:00 p.m. and 6:00 p.m.

No distinct trends can be discerned in these graphs although some slight tendencies were noted. At the Metro Boundary cordon, growth in travel during the morning and afternoon peak periods seems to have occurred somewhat later and earlier respectively in comparison to the 1979-1981 period. The distribution of new growth in vehicle and person trips appears to have occurred more uniformly across the peak periods in the 1981-1983 period than in previous periods. These observations are supported by the fact that the travel growth rate (1981-1983) during the 7:00 a.m. to 7:00 p.m. period was higher than was the case for either the morning or afternoon peak periods, for both vehicle and

person flows. The tendencies indicated above represent a continuation at the Metro Boundary of the peak-spreading effects of congestion during the peak hour, and of variable/staggered work hours.

In the case of the Downtown Core cordon, no conclusions can be reached other than the fact that the variation by time for the 1982 data is very similar to that reported in 1981.

4.3 AUTOMOBILE OCCUPANCY

Exhibit 25 represents a tabular summary of average automobile occupancies by year for the 7:00 a.m. to 7:00 p.m. and peak periods at each cordon.

In most cases, the average automobile occupancies obtained from data collected in 1982 and 1983 continue the downward trend established between 1975 and 1981, probably due to the fact that the possibility of an energy shortfall is not as great as it was in the early 1970's. Occupancies are highest in the Downtown Core and lowest at the Metro Boundary and Suburban cordons.

During the afternoon peak period, the automobile occupancy is higher than average due to the influence of an increasing proportion of trips for shopping and social/recreational purposes in this time period, as well as the increased opportunities for informal ridesharing for the work-to-home trip. Occupancies during the morning peak period are lower than average due to the predominance of work trips.

4.4 MODAL SPLIT

Exhibit 27 contains data illustrating the distribution of person trips between the automobile, public transit (TTC) and commuter rail (GO Transit) modes at the four major cordons for the years 1975 to 1983.

In contrast to the 1979-1981 period, when a general increase in the proportion of trips using transit (including commuter rail) was observed, the 1981-1983 period saw an increase only at the Suburban cordon. Slight decreases were generally experienced at the Metro Boundary and the Railway cordons. At the Downtown Core cordon, which was evaluated over the 1981-1982 period, a 2.3% increase in the percentage of trips using transit was observed during the morning peak period. The increase over the 7:00 a.m. to 7:00 p.m. period was slightly lower at 1.4% partially due to a slight decrease in the afternoon peak period.

Daily transit use is consistently highest during the morning peak period and is only slightly lower during the afternoon peak period. The peak periods show higher transit use than the overall 7:00 a.m. to 7:00 p.m. period primarily due to the predominance of work and school trips at these times.

4.5 SUBWAY AND COMMUTER RAIL FLOWS

In Exhibit 30, passenger flows for the peak hours and directions, and for the 7:00 a.m. to 7:00 p.m. period (both directions) are tabulated by year for selected subway and commuter rail routes at screenline crossing points (identified by number on Exhibit 29). It is noted that passenger counts associated with screenlines comprising the Downtown Core cordon were obtained in 1982 rather than in 1983 as was the case with the remainder of the counting locations. Caution should be exercised in interpreting growth in peak hour volumes;

decrease (despite a 7.2% increase in the 7:00 a.m. to 7:00 p.m. period) due to construction activity and traffic congestion. Substantial increases on Highway 401 at the CN Bala Subdivision (west of Leslie Street) indicate a recovery from the low volumes observed during the 1981 Cordon Count which were caused by construction activity in that area.

Highways 400 and 409 showed a mixture of increases and decreases in vehicular flow. A significant 15.4% increase on Highway 400 at the North Metro Boundary, and a modest 2.2% decrease on Highway 409 at the West Metro Boundary were observed during the 7:00 a.m. to 7:00 p.m. periods between 1981 and 1983.

A decrease of 9.8% between 1981 and 1983 was observed in Highway 427 volumes counted between 7:00 a.m. and 7:00 p.m.. Even larger decreases were noted during the morning and afternoon peak hours, primarily due to ramp construction at the interchange with Highway 401, and likely also resulting from some diversion of traffic to the recently completed Highway 403 in Mississauga.

The growth rate in traffic on the W.R. Allen Road between 1981 and 1983 showed a slight increase over that observed between 1979 and 1981: the extension of the road to connect with Dufferin Street north of Sheppard Avenue was probably the major contributing factor.

Traffic volume increases were recorded between 1981 and 1983 at all counting locations along the Highway 404/Don Valley Parkway combination during the 7:00 a.m. to 7:00 p.m. period. Particularly high growth (15.4%) was observed at the North Metro Boundary due to the further northerly extension of Highway 404 and to increased development in the Region of York and its interaction with Metropolitan Toronto. Peak hour volumes at the stations south of Highway 401 and at Taylor Creek showed mixed increases and decreases; likely as a result of unstable flow induced by operation at or near capacity conditions. The low automobile occupancy values indicated for Highway 404 at the North Metro

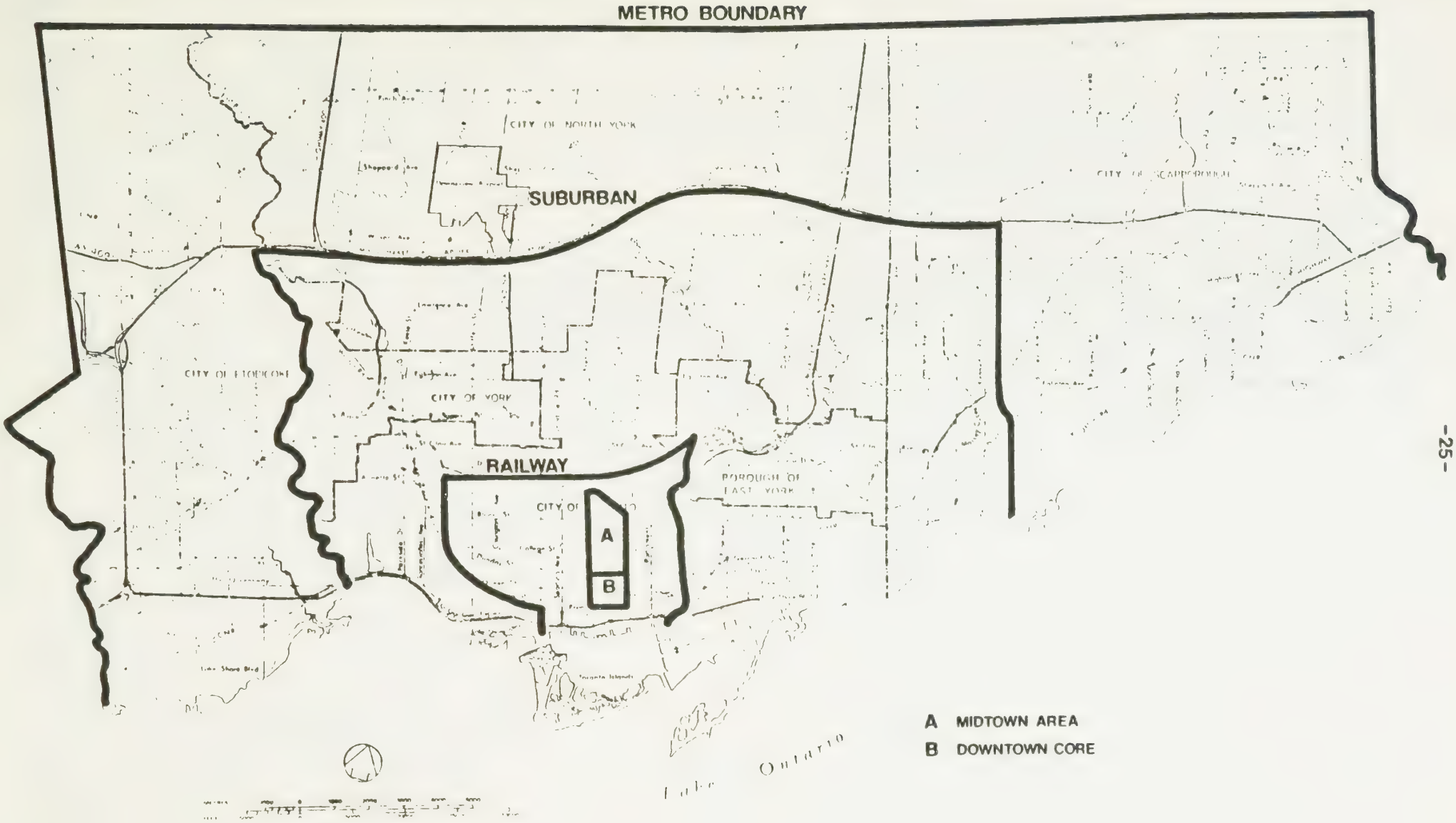
Lakeshore, Georgetown, and Richmond Hill GO Transit routes were experienced at the Metro Boundary, Suburban, and Railway cordons. (It is noted that observations concerning the Railway cordon also apply to the Downtown Core, which was counted in 1982, since passengers are not picked up or dropped off between these cordons). However, the commuter rail ridership aggregated across these cordons showed modest increases in nearly all cases (see Exhibit 27), indicating that overall growth in GO Transit patronage resulted primarily from the introduction of the new Milton, Bradford and Stouffville routes. Some diversion to these new routes from the established service has occurred; this being a possible reason for the decrease in ridership on individual routes noted above. Ridership on the Bradford and Stouffville services also include passengers from the former VIA Rail services to Stouffville, Havelock and Barrie, which were not included in previous counts.

Commuter rail ridership levels for 1975 are not shown in Exhibit 30 due to inconsistencies in the counting procedures: these were subsequently rectified for the 1977 Cordon Count.

4.6 EXPRESSWAY FLOWS

Exhibit 31 represents a summary of vehicular volumes on expressways at screenline crossing points. The counting locations for which summaries are presented are shown on Exhibit 29.

At five of the six counting locations on Highway 401, traffic volumes during the 7:00 a.m. to 7:00 p.m. period showed increases ranging from 3.5% to 21.9% in the period from 1981-1983. The slight decrease indicated for the station at the CN Newmarket Subdivision (east of Keele Street) was likely the result of construction in the area: severe traffic congestion was noted in the peak periods during the count. Peak hour volumes at the West Metro boundary showed a

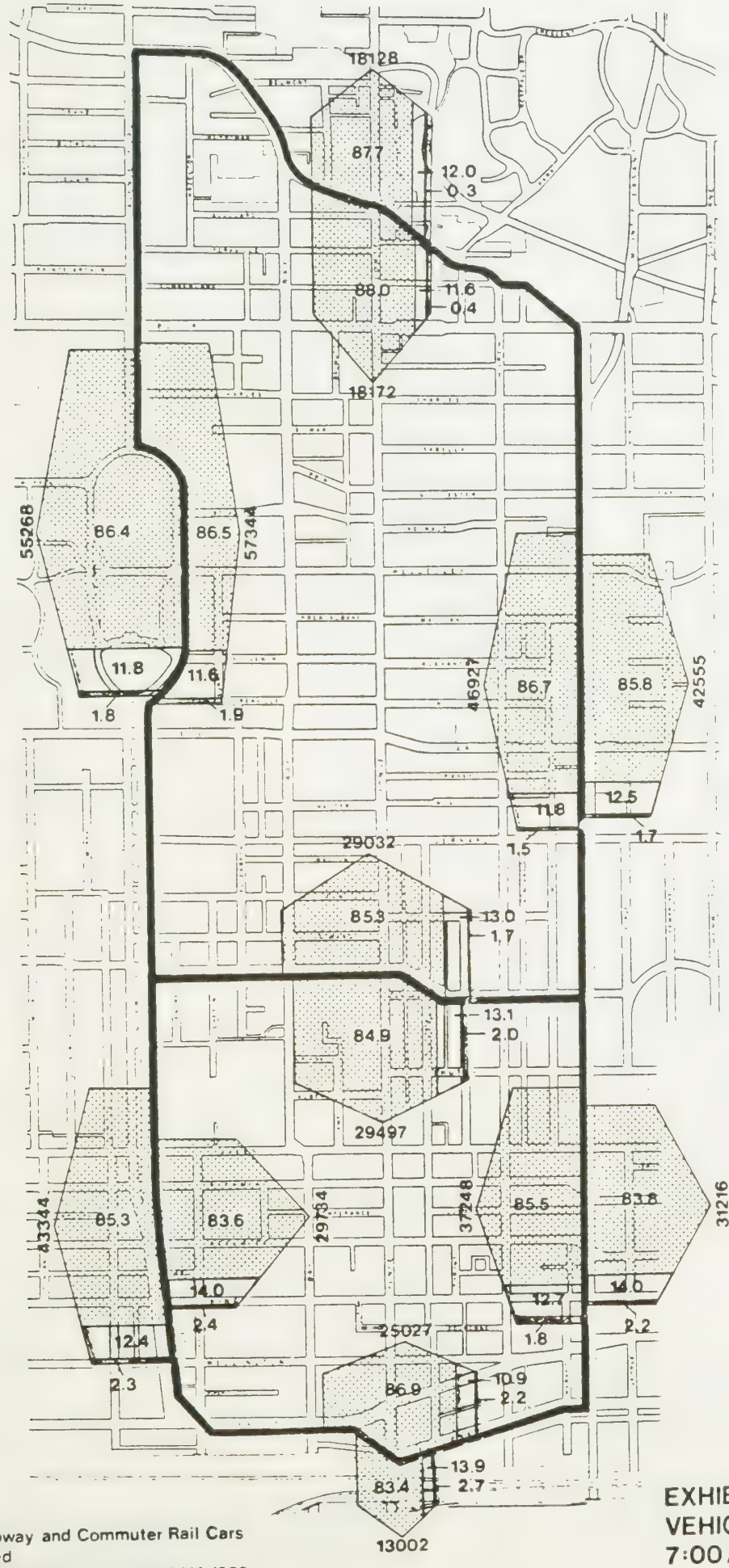


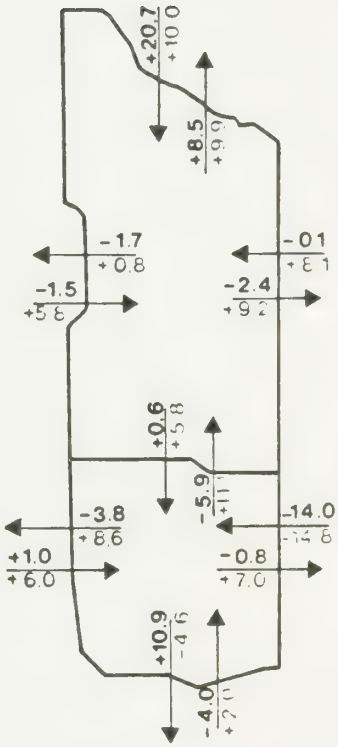
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 8 : MAJOR CORDONS SELECTED FOR ANALYSIS

Boundary station are a consequence of poor visibility at this station and should be regarded with caution.

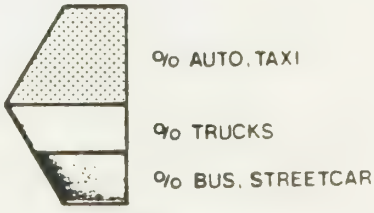
Counts on the Gardiner Expressway at Bathurst and Cherry Streets showed increases of 9.0% and 2.1% respectively between 1981 and 1983 for the 7:00 a.m. to 7:00 p.m. period. Modest decreases were recorded at the Cherry Street station during peak hours. In contrast, significant decreases in traffic were observed during the morning peak hour (-15.4%) and the 7:00 a.m. to 7:00 p.m. period (-11.0%) on the Queen Elizabeth Way at the West Metro Boundary. Diversion of traffic from the Highway 427/Queen Elizabeth Way combination to the Highway 401/Highway 403 combination represents a possible reason for this occurrence.





PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE: 1"=1300'

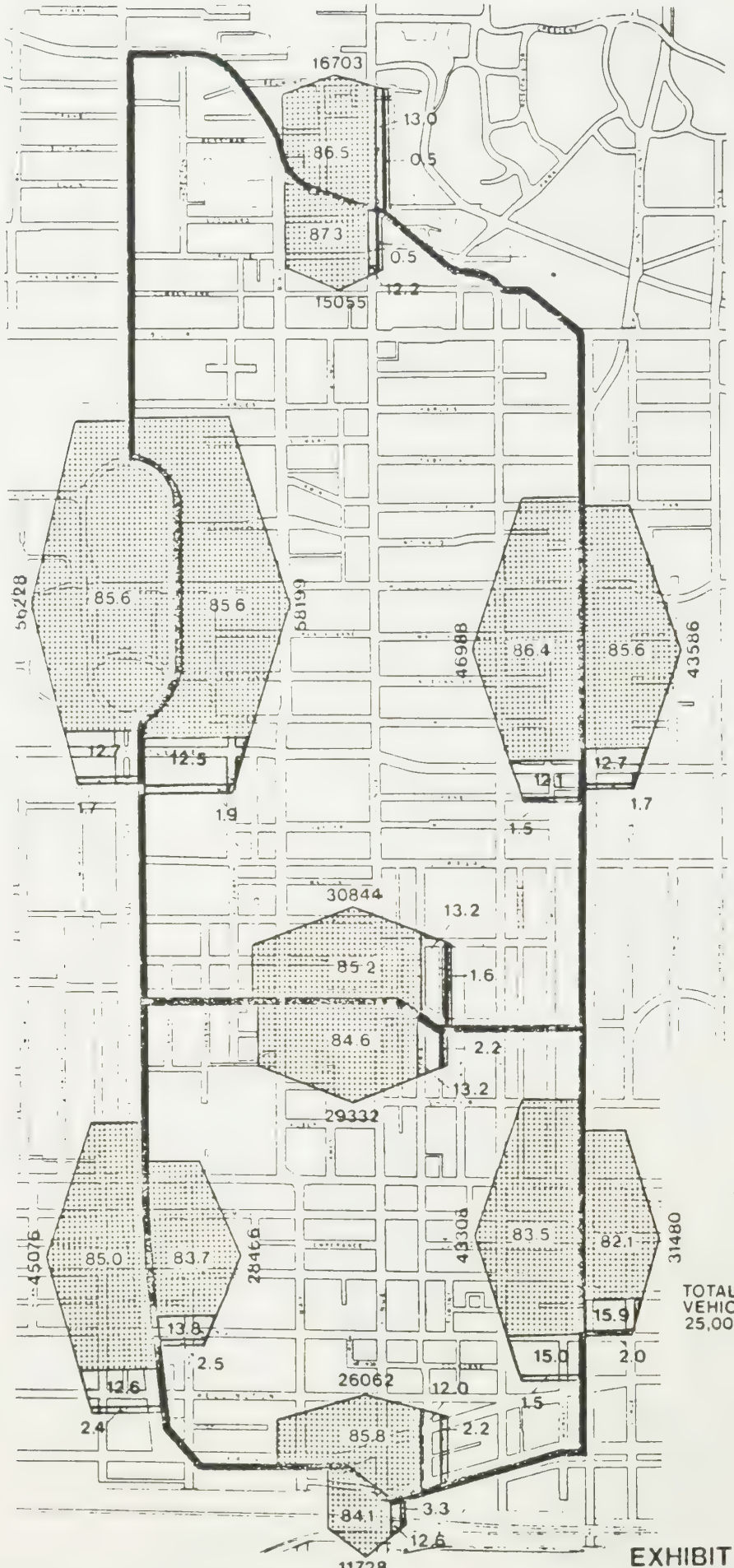


TOTAL VEHICLES 25,000

NOTE: Subway and Commuter Rail Cars not included

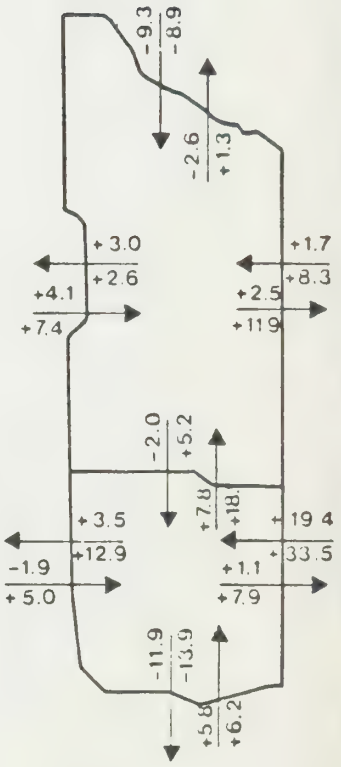
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 9B:
VEHICLES CROSSING INNER CORDONS
7:00 A.M.-7:00 P.M. 1982



NOTE: Subway & Commuter Rail Cars not included

METRO CORDON COUNT PROGRAM 1983



PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981

SCALE 1"=1300'

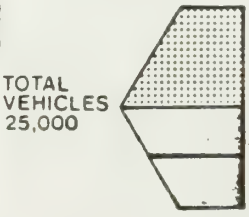
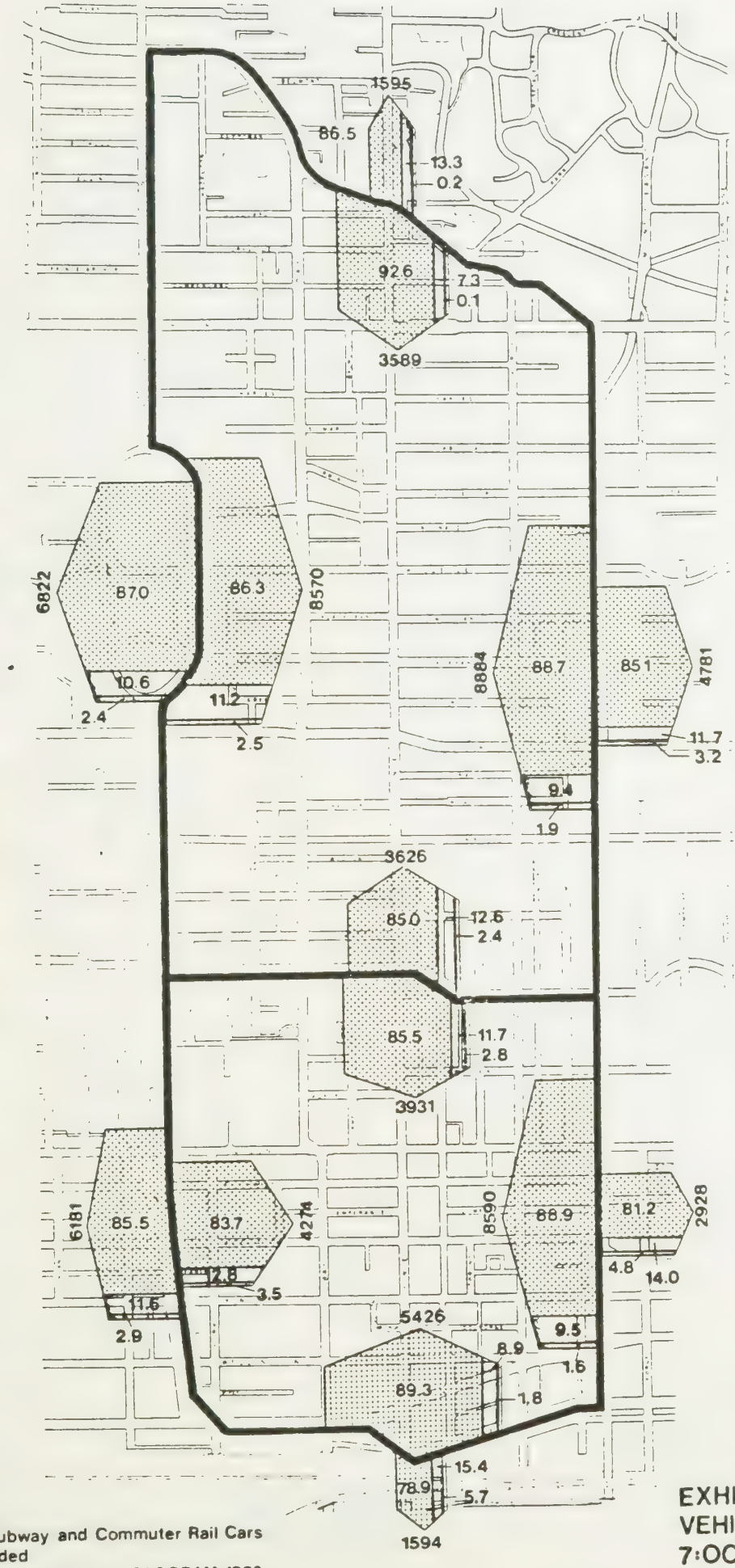
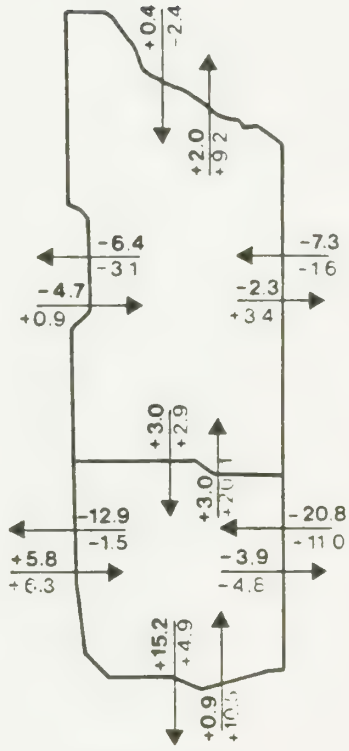


EXHIBIT 9A:
VEHICLES CROSSING INNER CORDO
7:00 A.M.-7:00 P.M. 1981





PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE 1"=1300'

% AUTO, TAXI

% TRUCKS

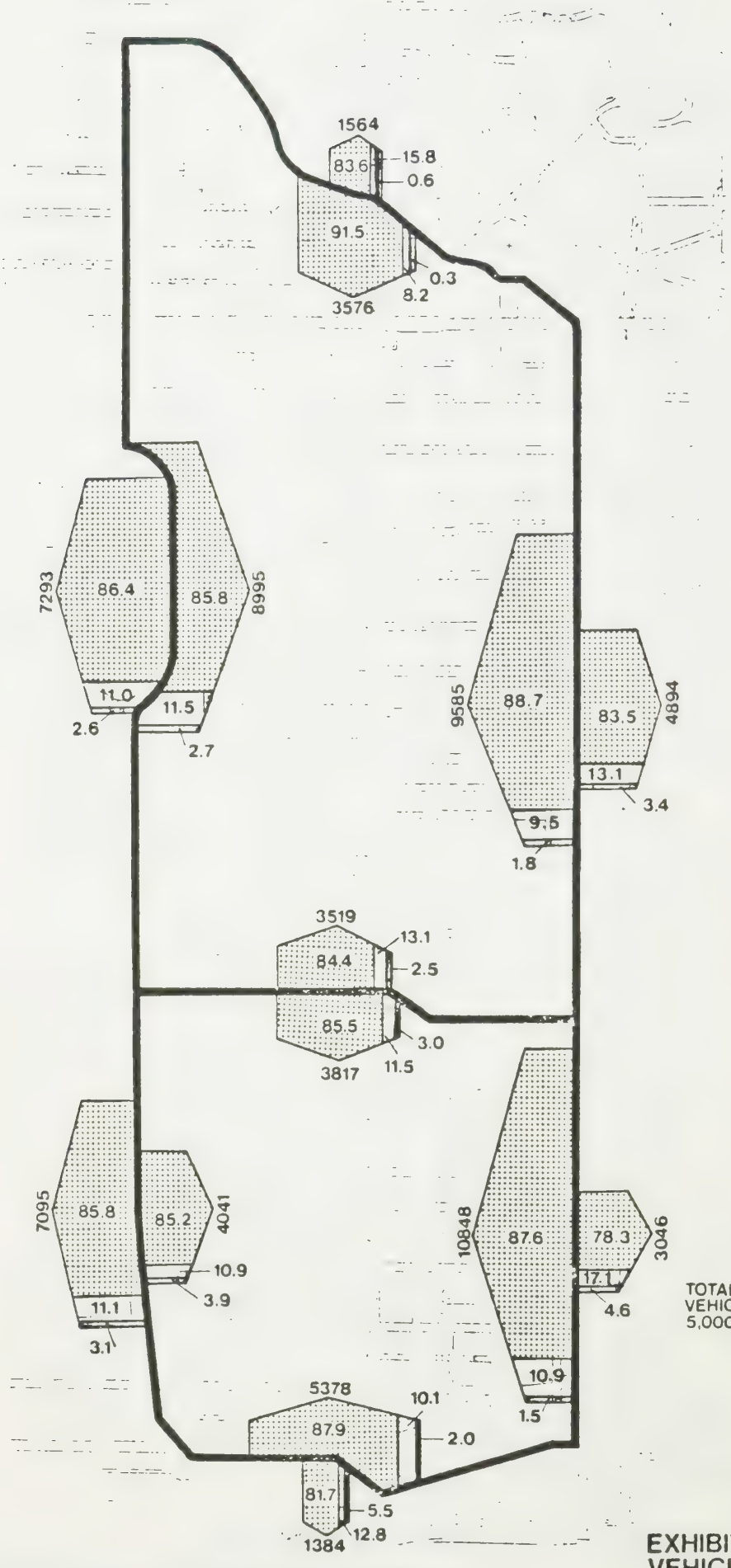
% BUS, STREETCAR

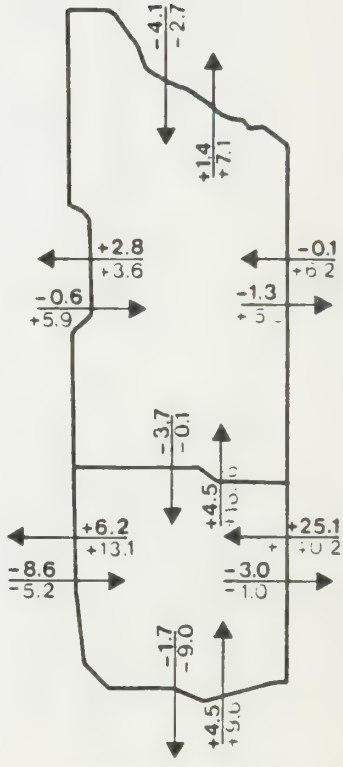
TOTAL VEHICLES 5,000

NOTE: Subway and Commuter Rail Cars not included

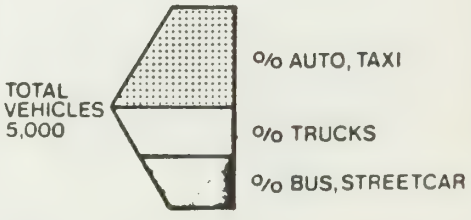
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 10B:
VEHICLES CROSSING INNER CORDONS
7:00-9:00 A.M. 1982



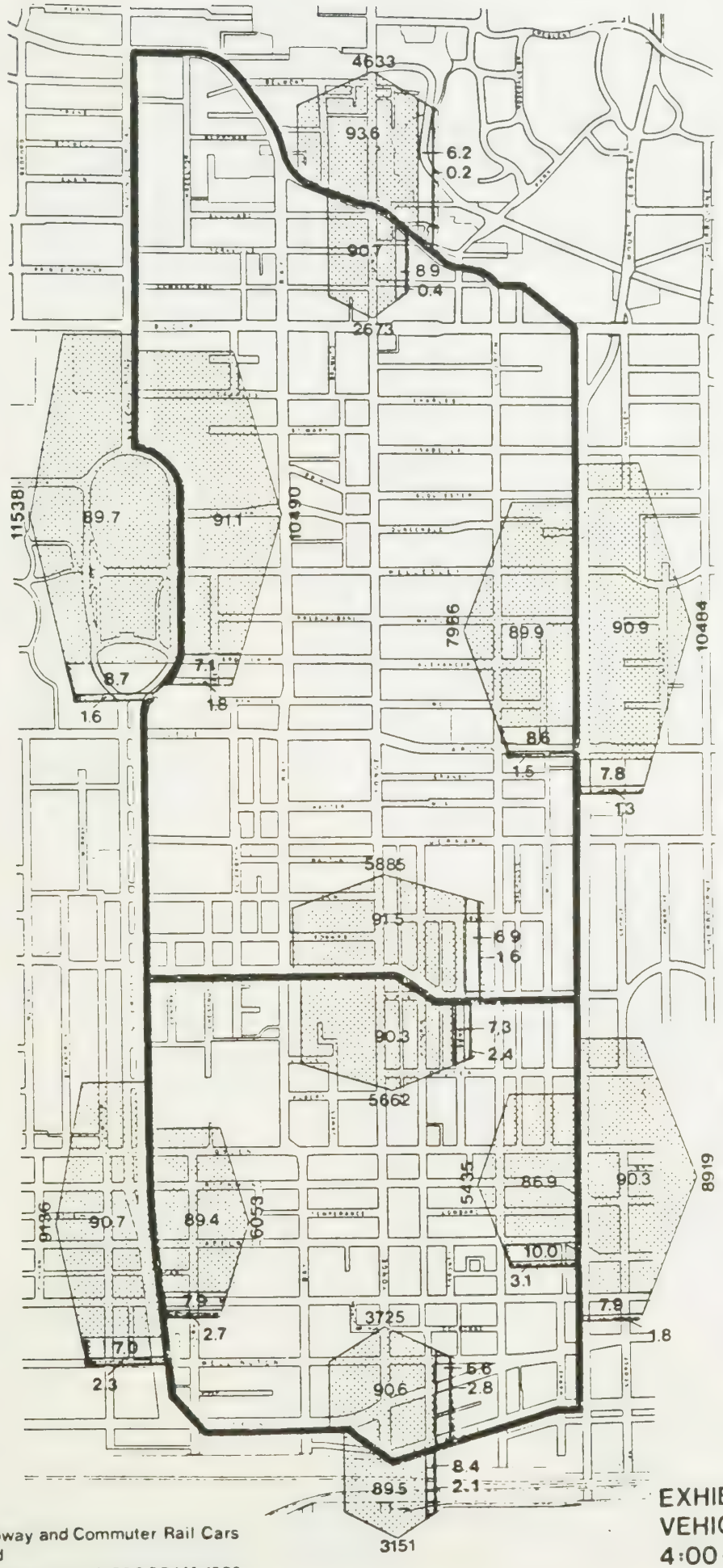


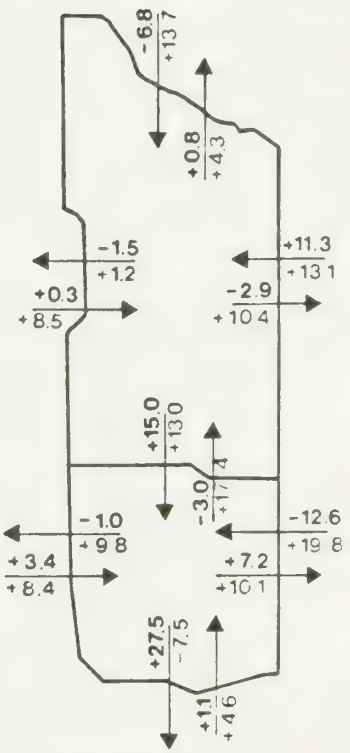
PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981



NOTE : Subway and Commuter Rail Car not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 10A:
VEHICLES CROSSING INNER CORDON
7:00 - 9:00 A.M. 1981





PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE : 1"-1300'

% AUTO, TAXI

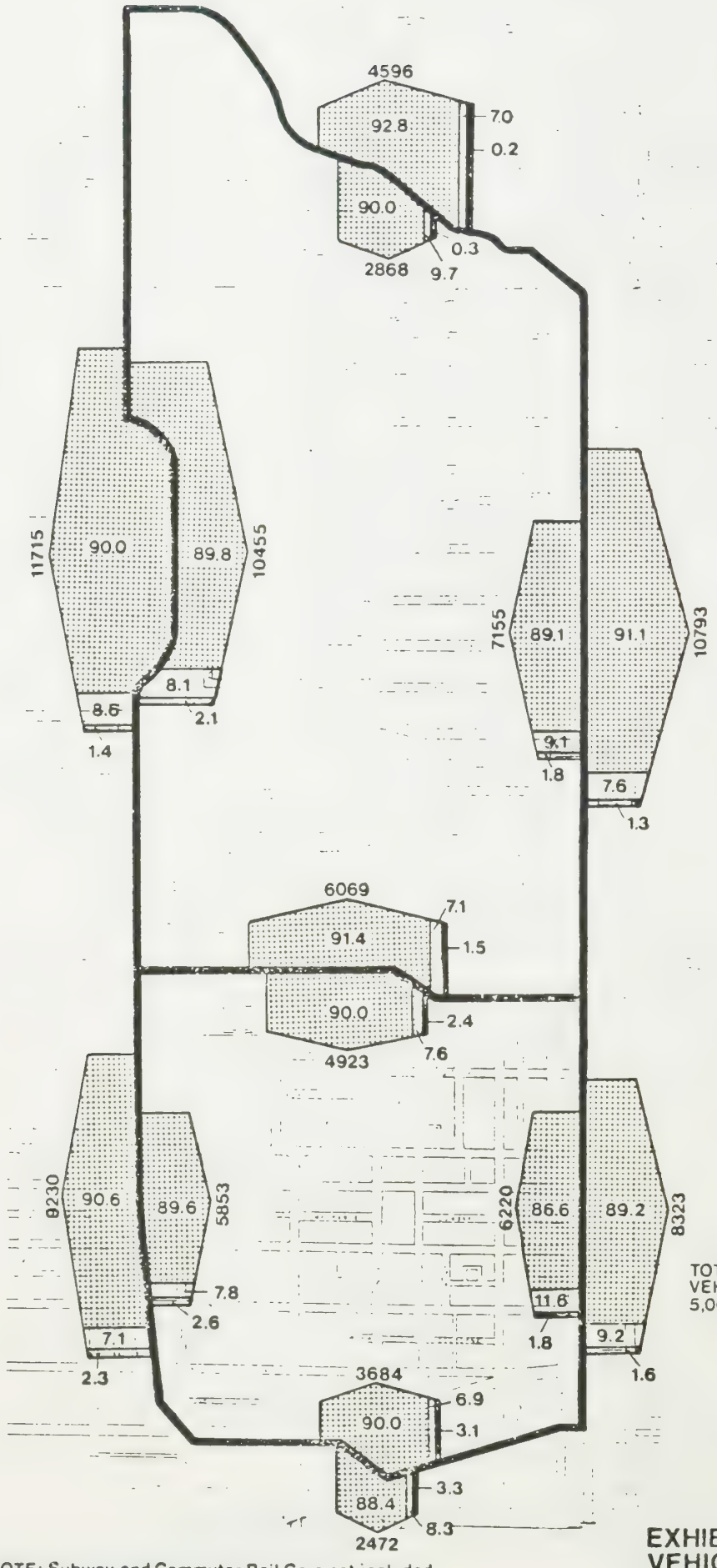
% TRUCKS

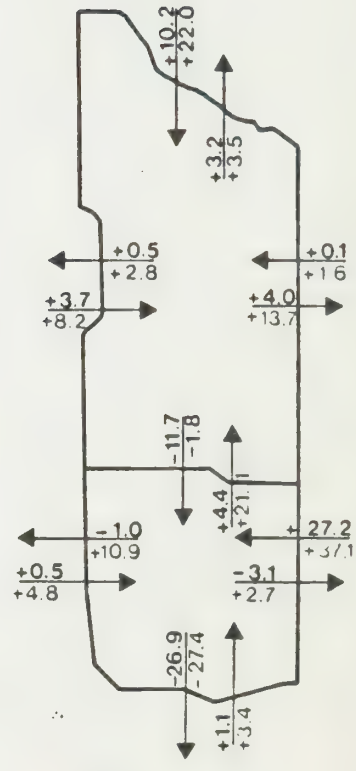
% BUS, STREETCAR

TOTAL VEHICLES 5,000

NOTE : Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1983

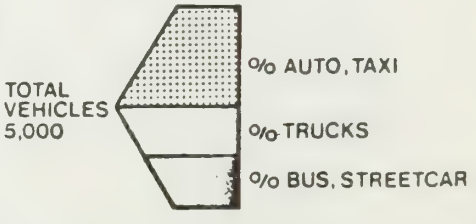
EXHIBIT 11B:
VEHICLES CROSSING INNER CORDONS
4:00-6:00 P.M. 1982





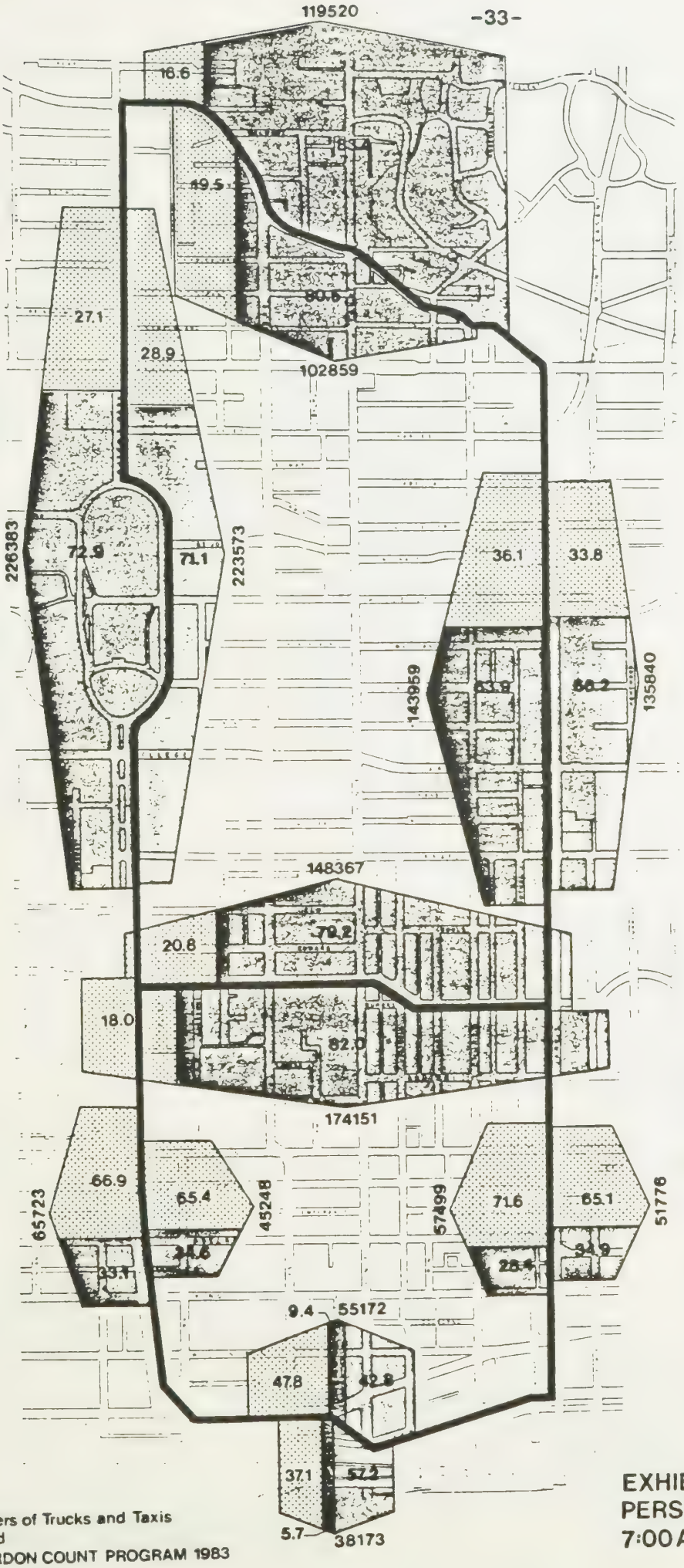
PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981

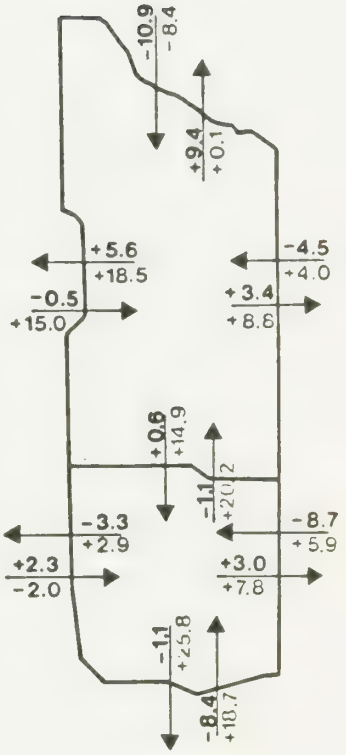
SCALE 1"=1000'



NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1983

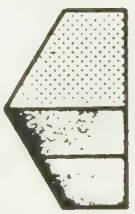
EXHIBIT 11A :
VEHICLES CROSSING INNER CORDON
4:00-6:00 P.M. 1981





PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE 1"=1300'



% AUTO, TAXI

% BUS, SUBWAY, STREETCAR

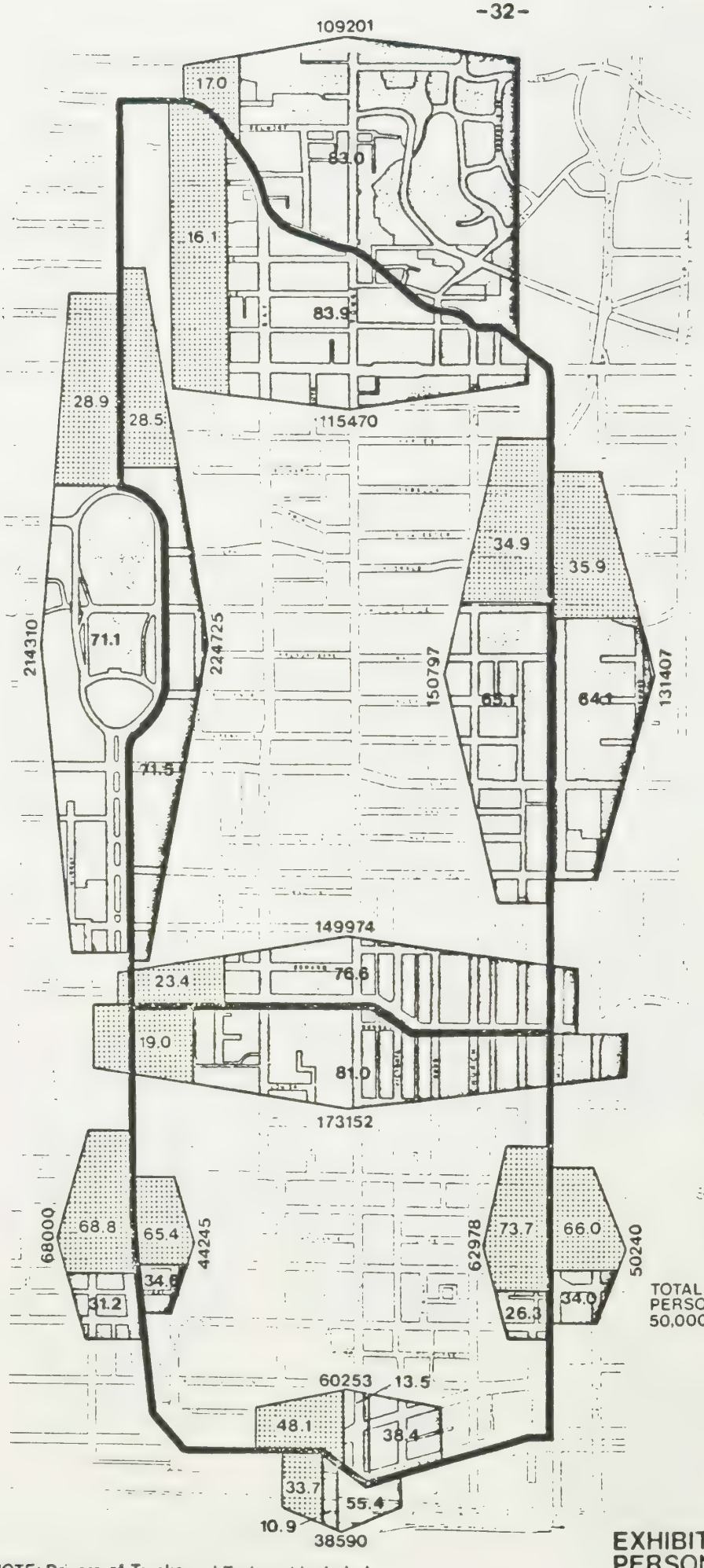
% COMMUTER RAIL

TOTAL PERSONS 50,000

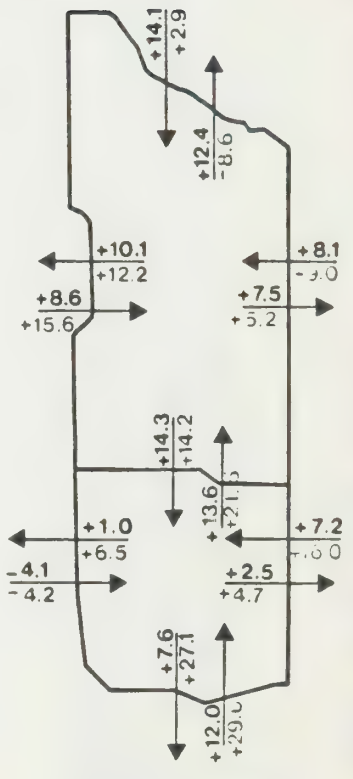
NOTE: Drivers of Trucks and Taxis not included

METRO CORDON COUNT PROGRAM 1983

EXHIBIT 12B:
PERSONS CROSSING INNER CORDONS
7:00 A.M - 7:00 P.M. 1982



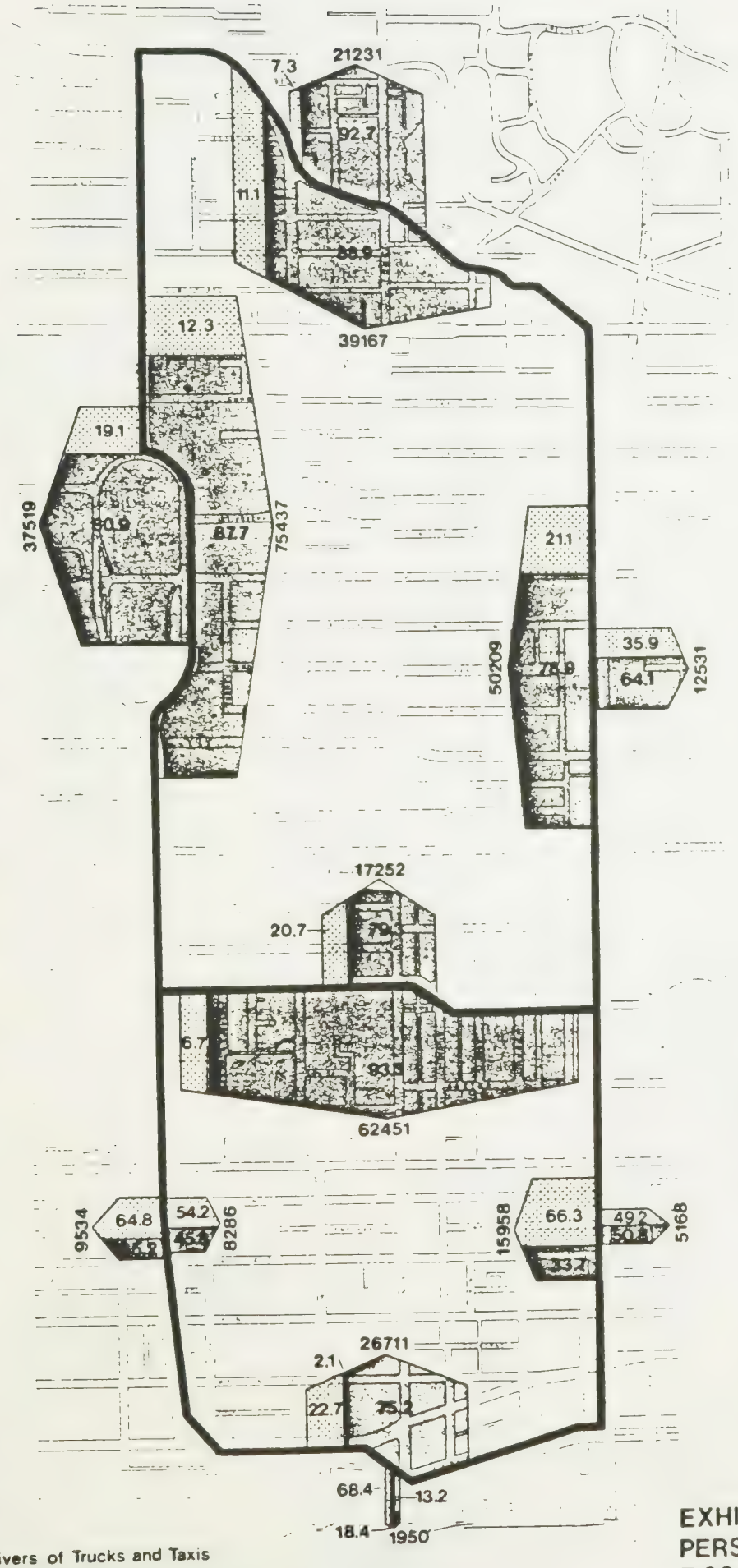
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983



PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981

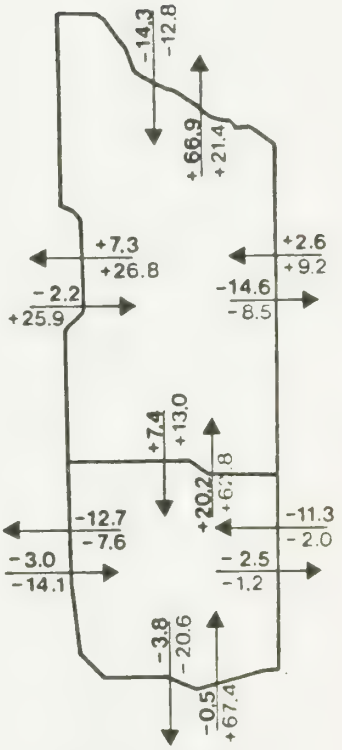
SCALE 1"=1000

EXHIBIT 12A:
PERSONS CROSSING INNER CORDON
7:00 A.M.-7:00 P.M. 1981



NOTE: Drivers of Trucks and Taxis not included

METRO CORDON COUNT PROGRAM 1983



PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE 1 - 1000

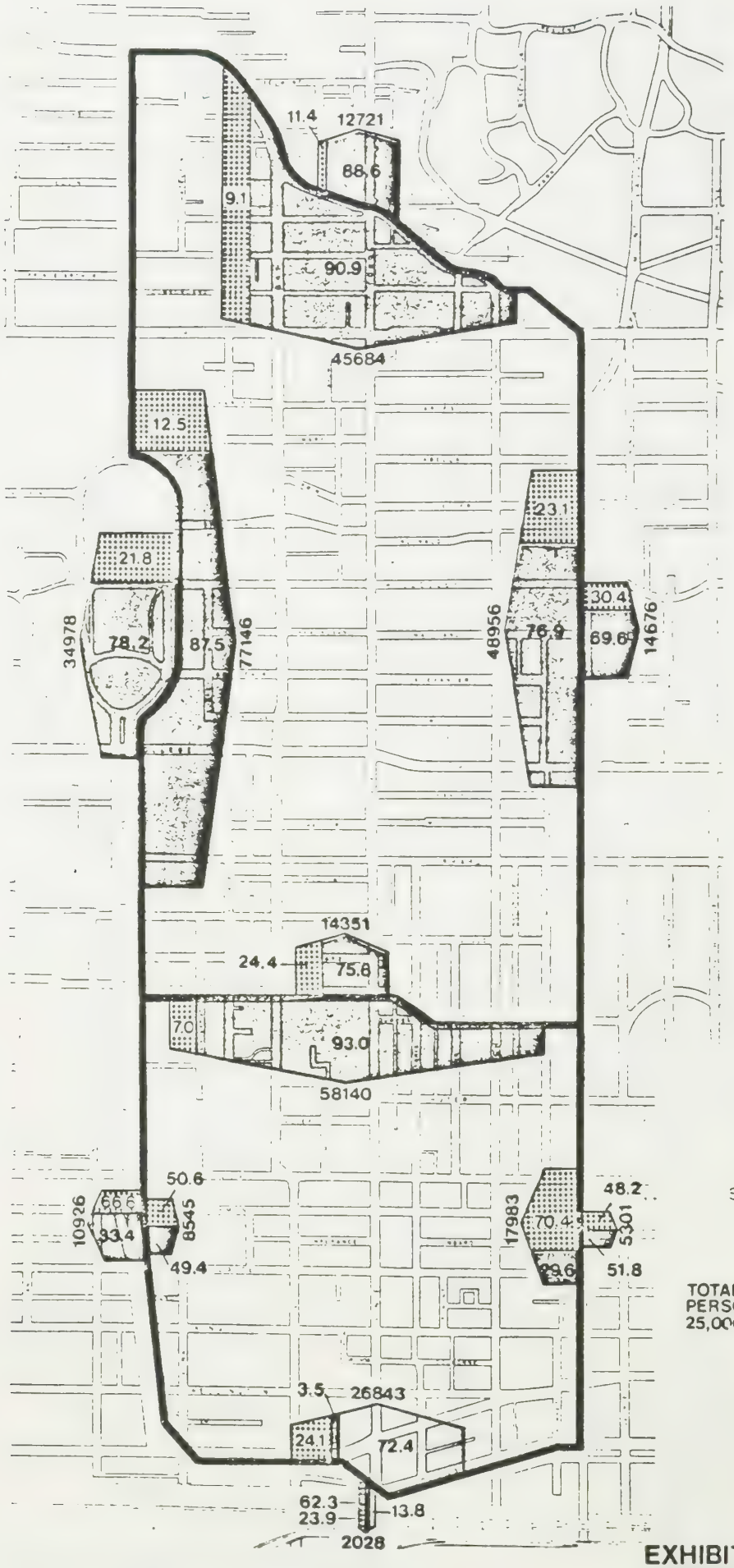
% AUTO, TAXIS

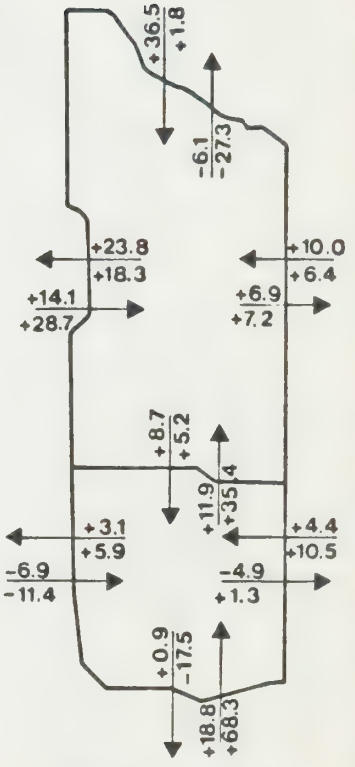
% BUS, SUBWAY, STREETCAR

% COMMUTER RAIL

TOTAL PERSONS 25,000

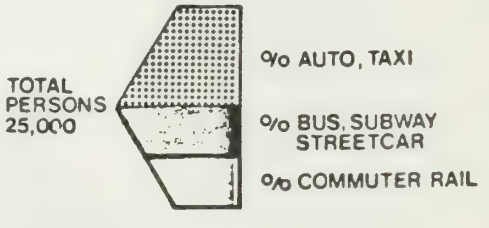
EXHIBIT 13B:
PERSONS CROSSING INNER CORDONS
7:00-9:00 A.M. 1982





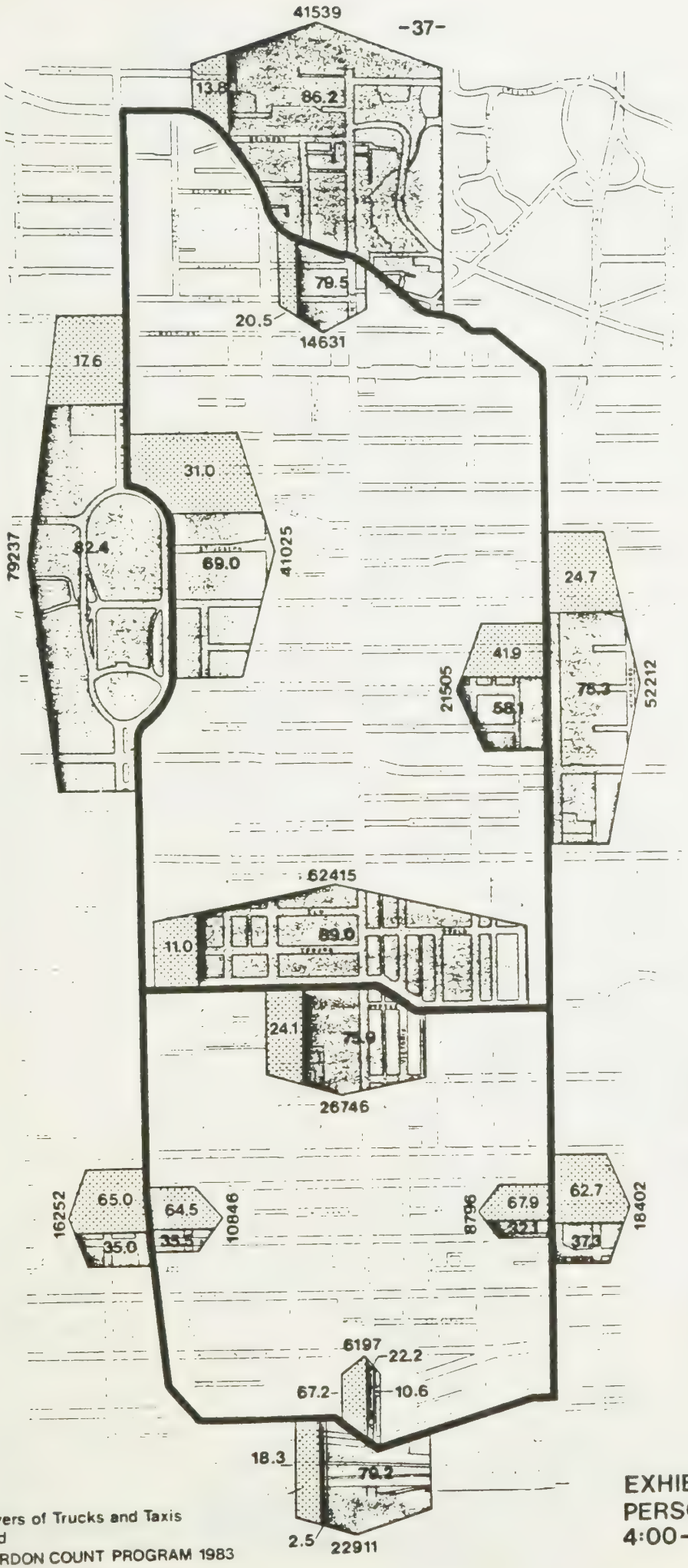
PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981

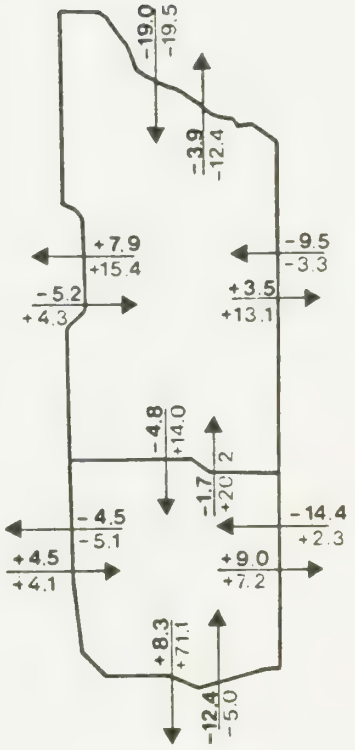
SCALE 1"=1300'



NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 13A:
PERSONS CROSSING INNER CORDONS
7:00 - 9:00 A.M. 1981





PERCENT CHANGE
IN TOTAL TRIPS
1981 TO 1982
1975 TO 1982

SCALE 1 - 1300'

% AUTO, TAXI

% BUS, SUBWAY, STREETCAR

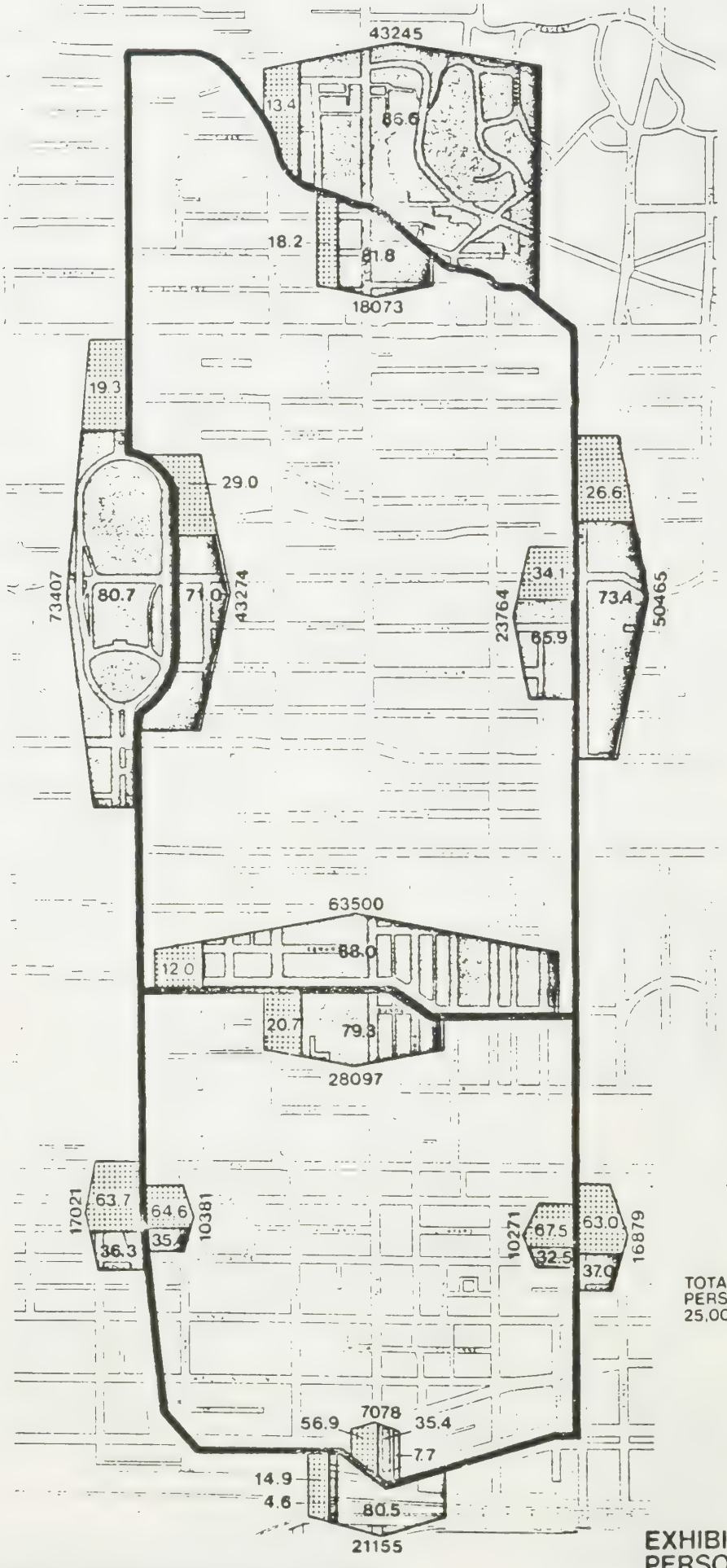
% COMMUTER RAIL

TOTAL PERSONS 25,000

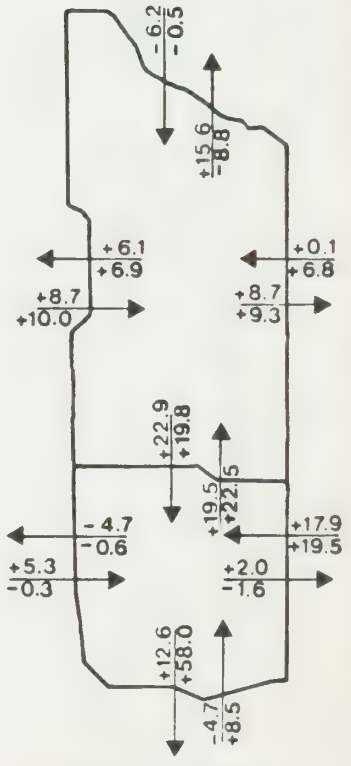
NOTE: Drivers of Trucks and Taxis not included

METRO CORDON COUNT PROGRAM 1983

EXHIBIT 14B:
PERSONS CROSSING INNER CORDONS
4:00-6:00 P.M. 1982



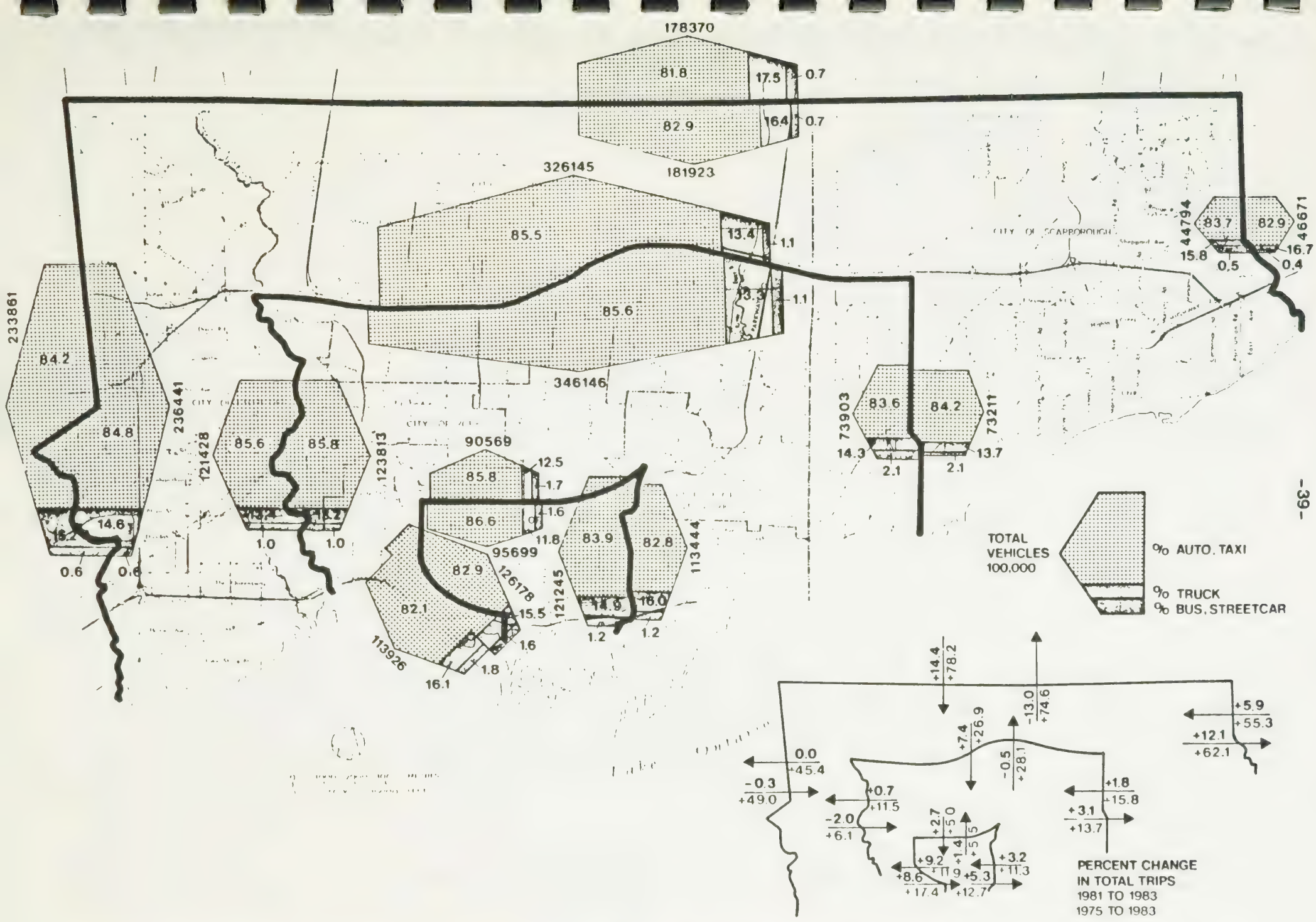
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983



PERCENT CHANGE
IN TOTAL TRIPS
1979 TO 1981
1975 TO 1981

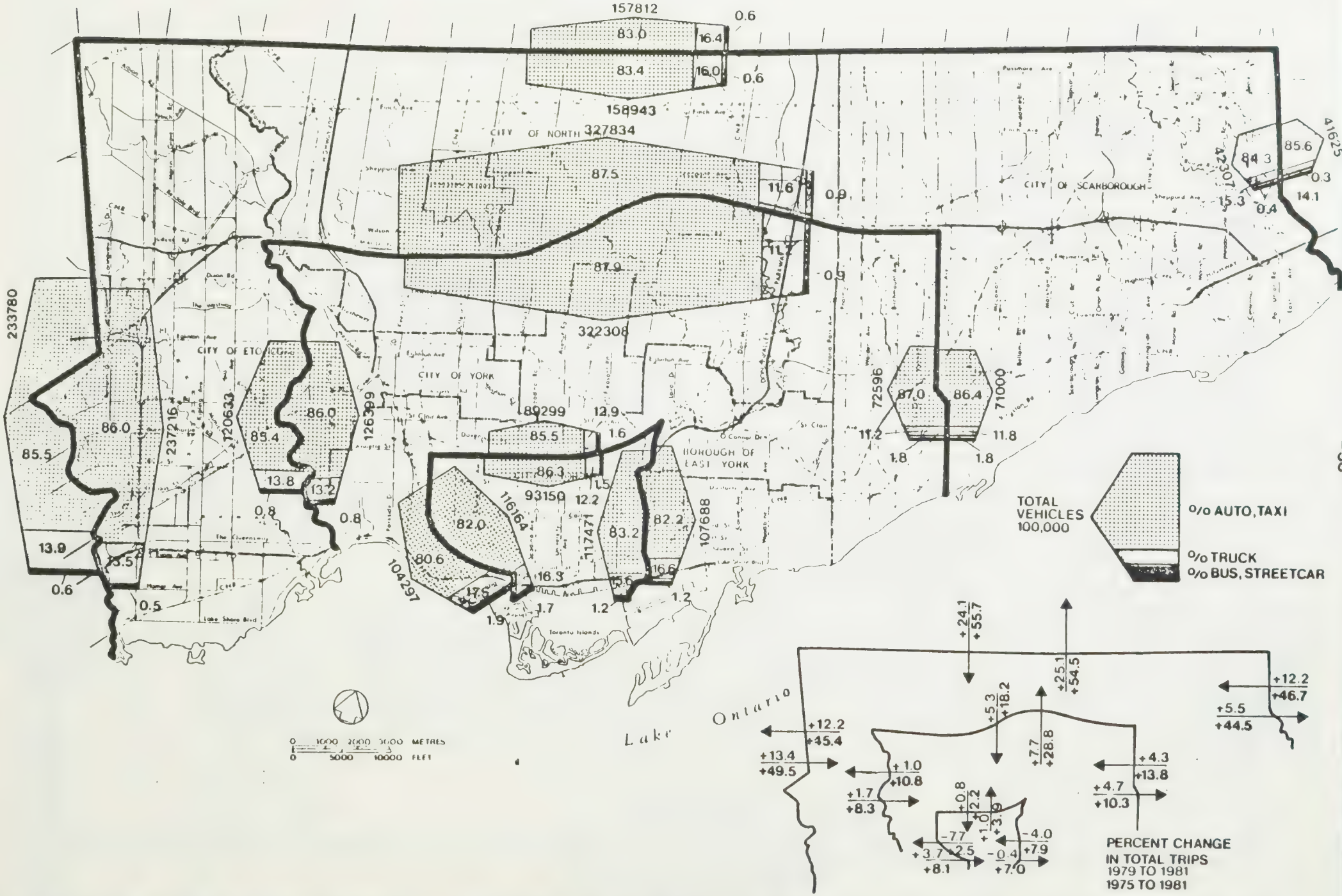
SCALE 1"=1000'

EXHIBIT 14A:
PERSONS CROSSING INNER CORDONS
4:00-6:00 P.M. 1981



NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1983

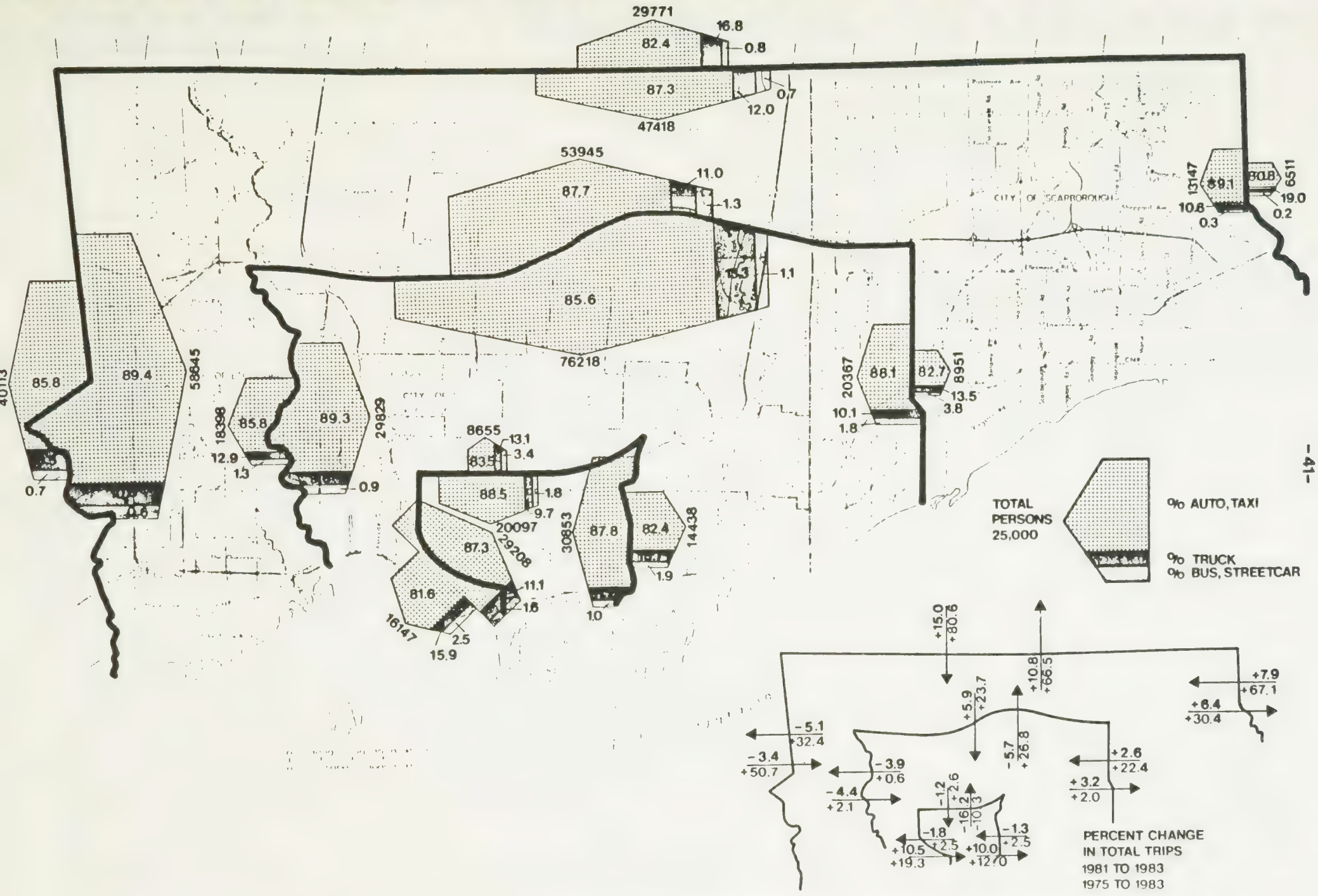
EXHIBIT 15B : VEHICLES CROSSING OUTER CORDONS 7:00 A.M. – 7:00 P.M. 1983



NOTE: Subway and Commuter Rail Cars not included

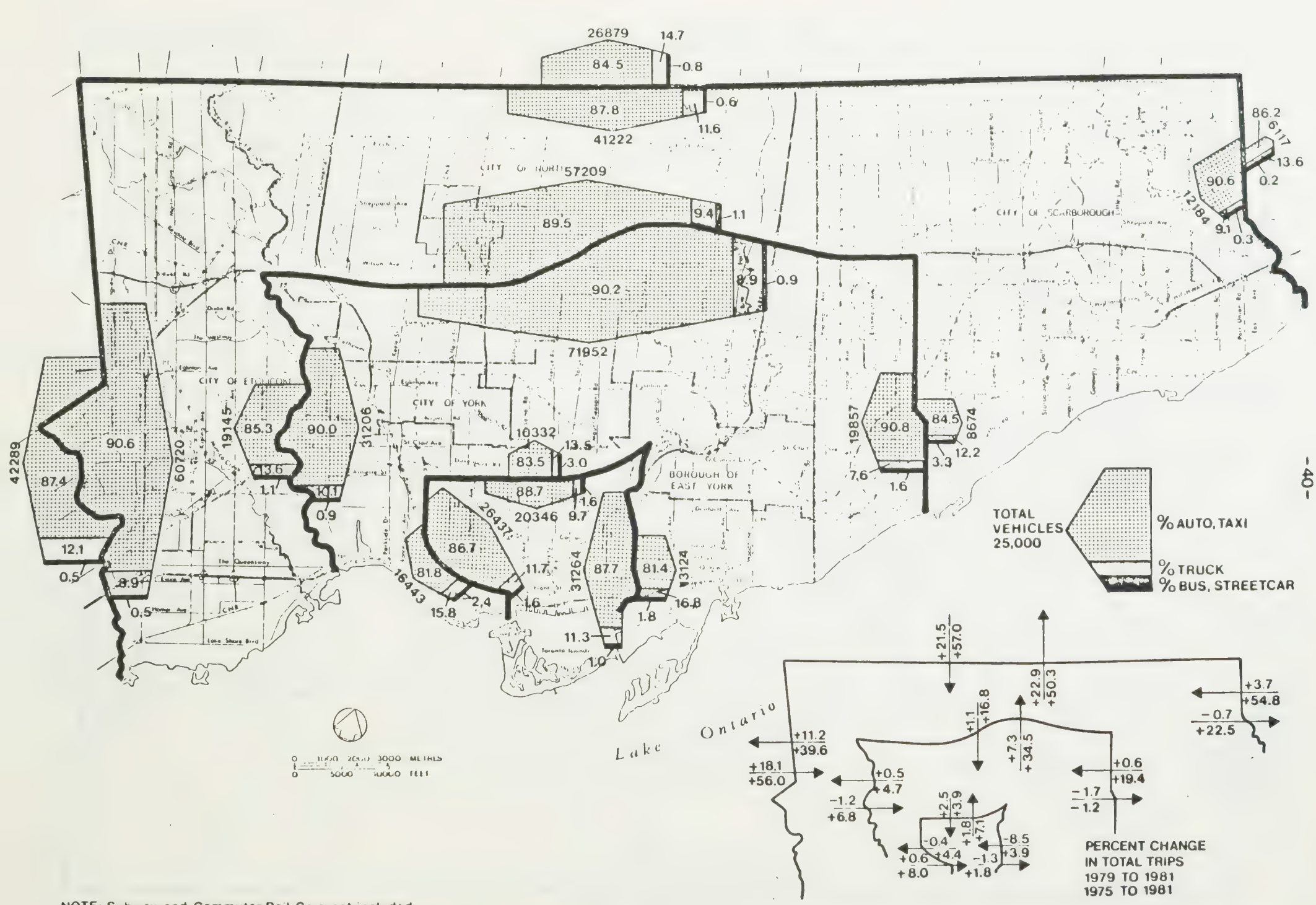
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 15A: VEHICLES CROSSING OUTER CORDONS 7:00 A.M. – 7:00 P.M. 1981



NOTE: Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1983

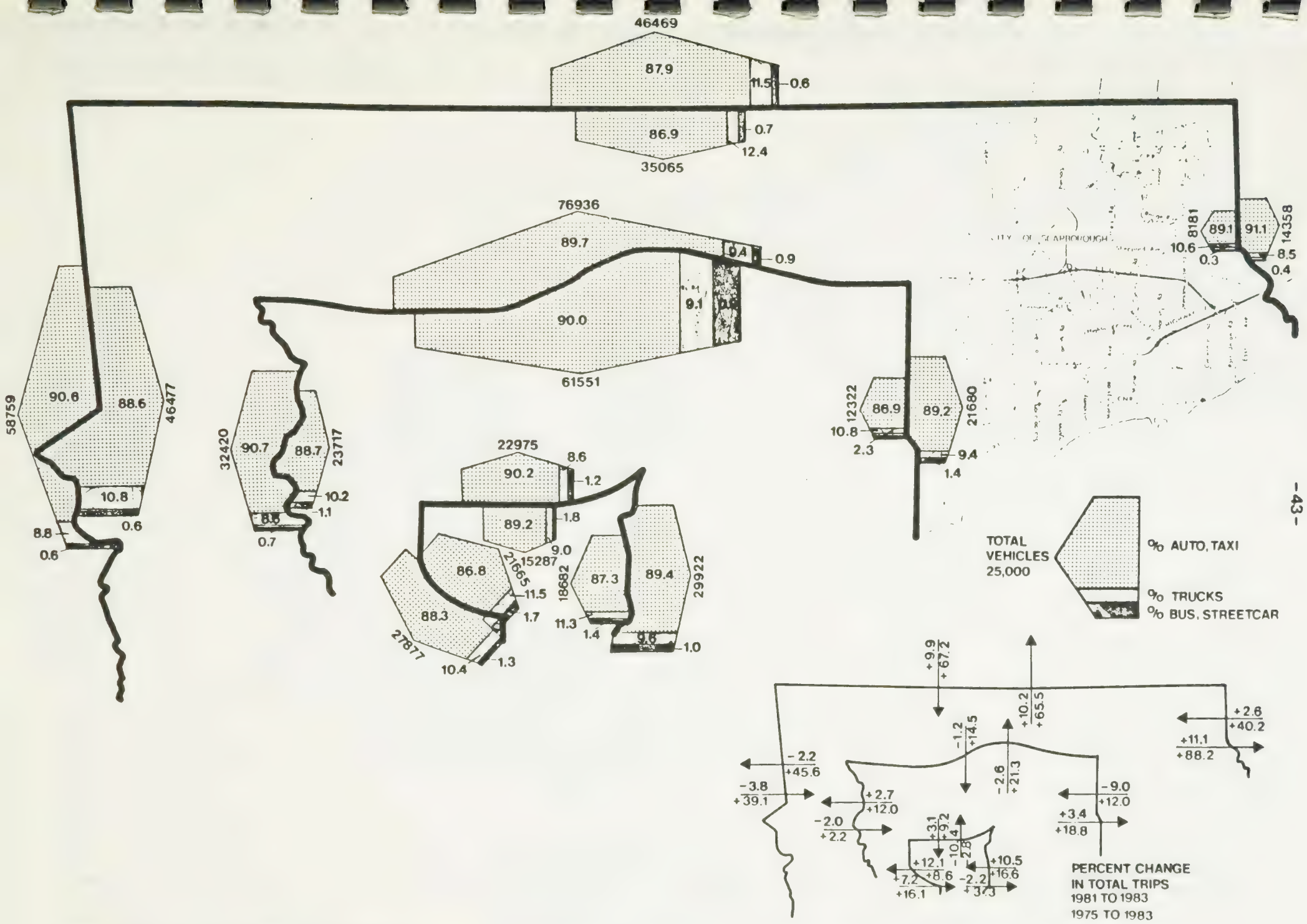
EXHIBIT 16B : VEHICLES CROSSING OUTER CORDONS 7:00-9:00 A.M. 1983



NOTE: Subway and Commuter Rail Cars not included

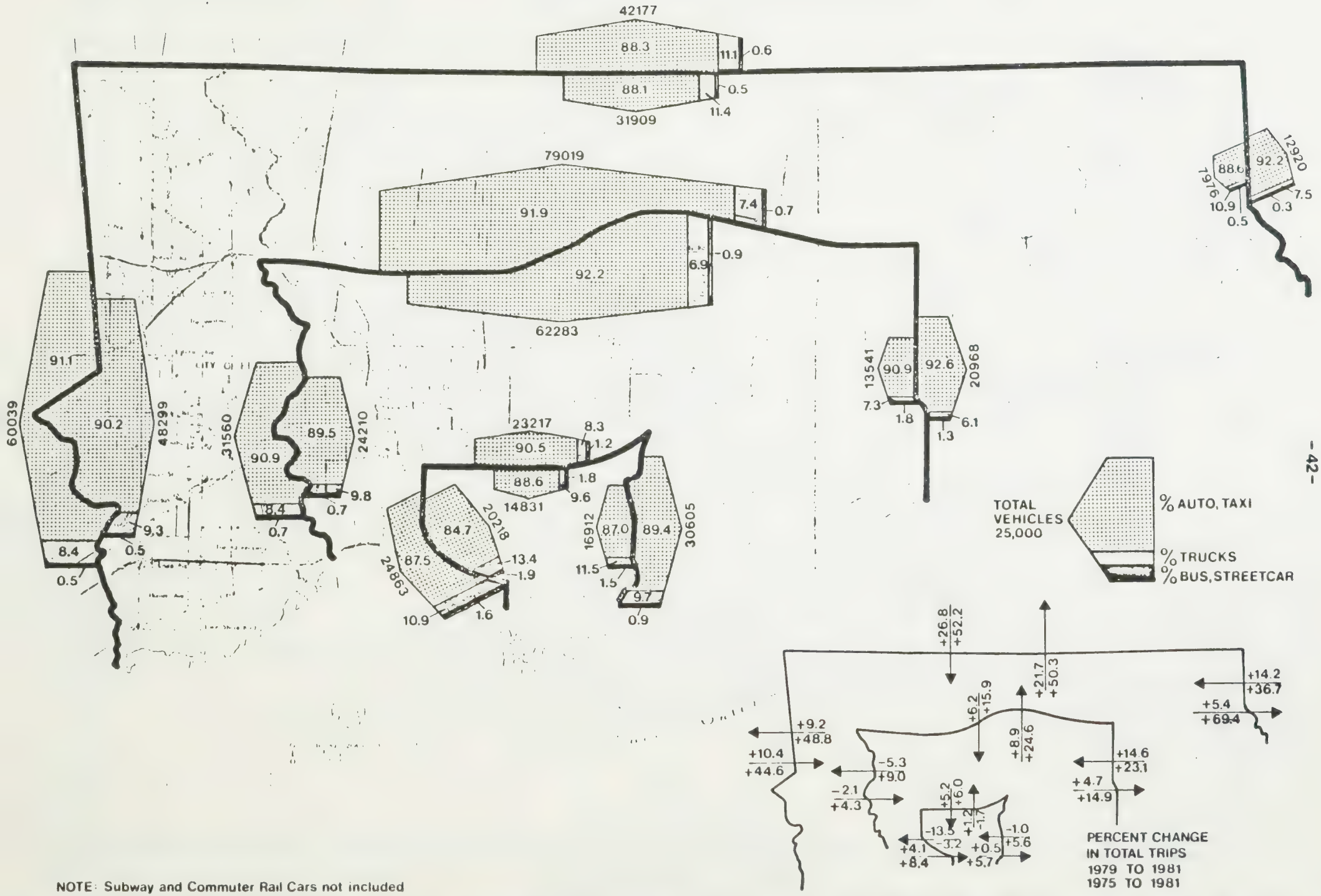
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 16A: VEHICLES CROSSING OUTER CORDONS 7:00–9:00 A.M. 1981



NOTE Subway and Commuter Rail Cars not included
METRO CORDON COUNT PROGRAM 1983

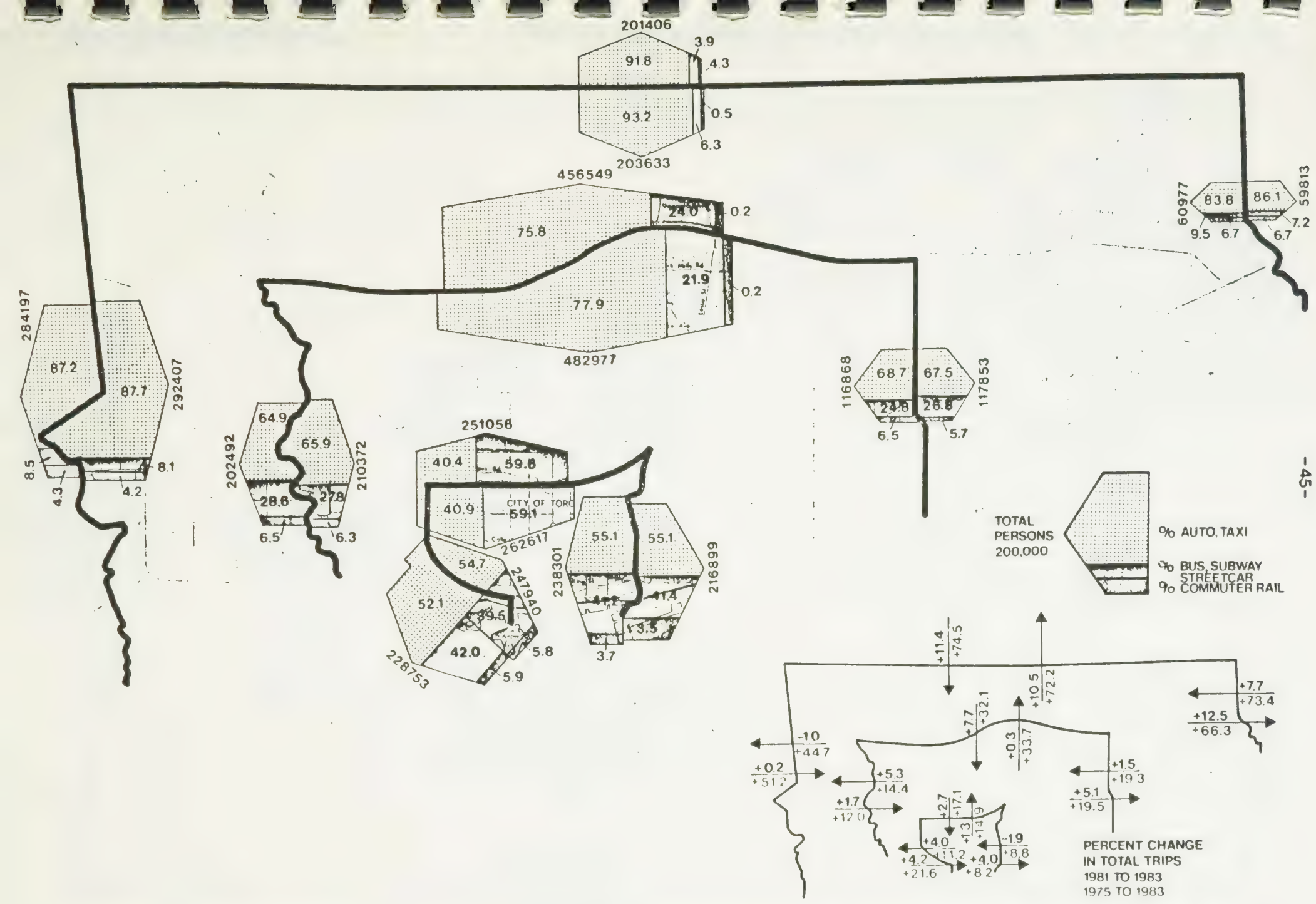
EXHIBIT 17B : VEHICLES CROSSING OUTER CORDONS 4:00 – 6:00 P.M. 1983



NOTE: Subway and Commuter Rail Cars not included

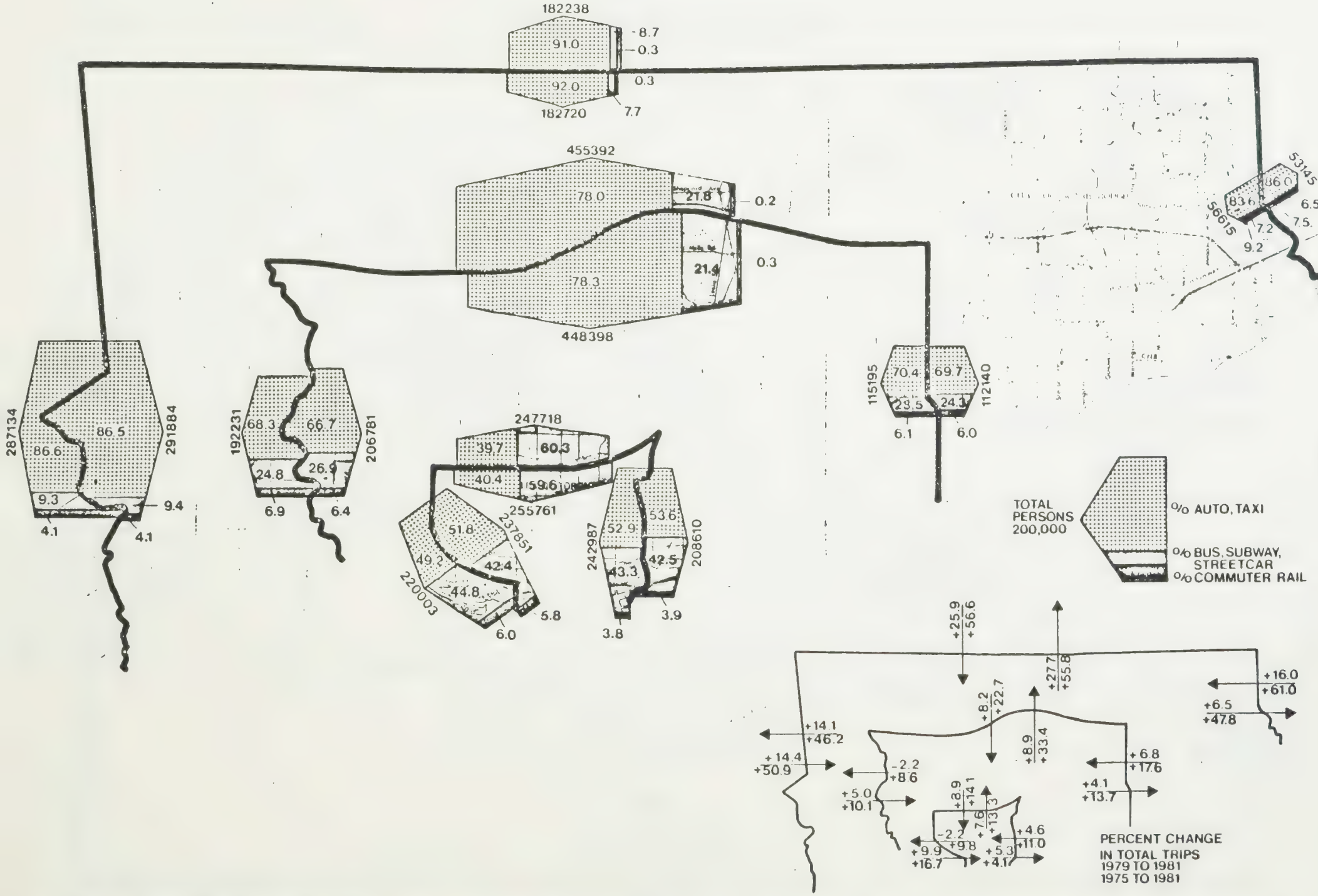
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 17A: VEHICLES CROSSING OUTER CORDONS 4:00 - 6:00 P.M. 1981



NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

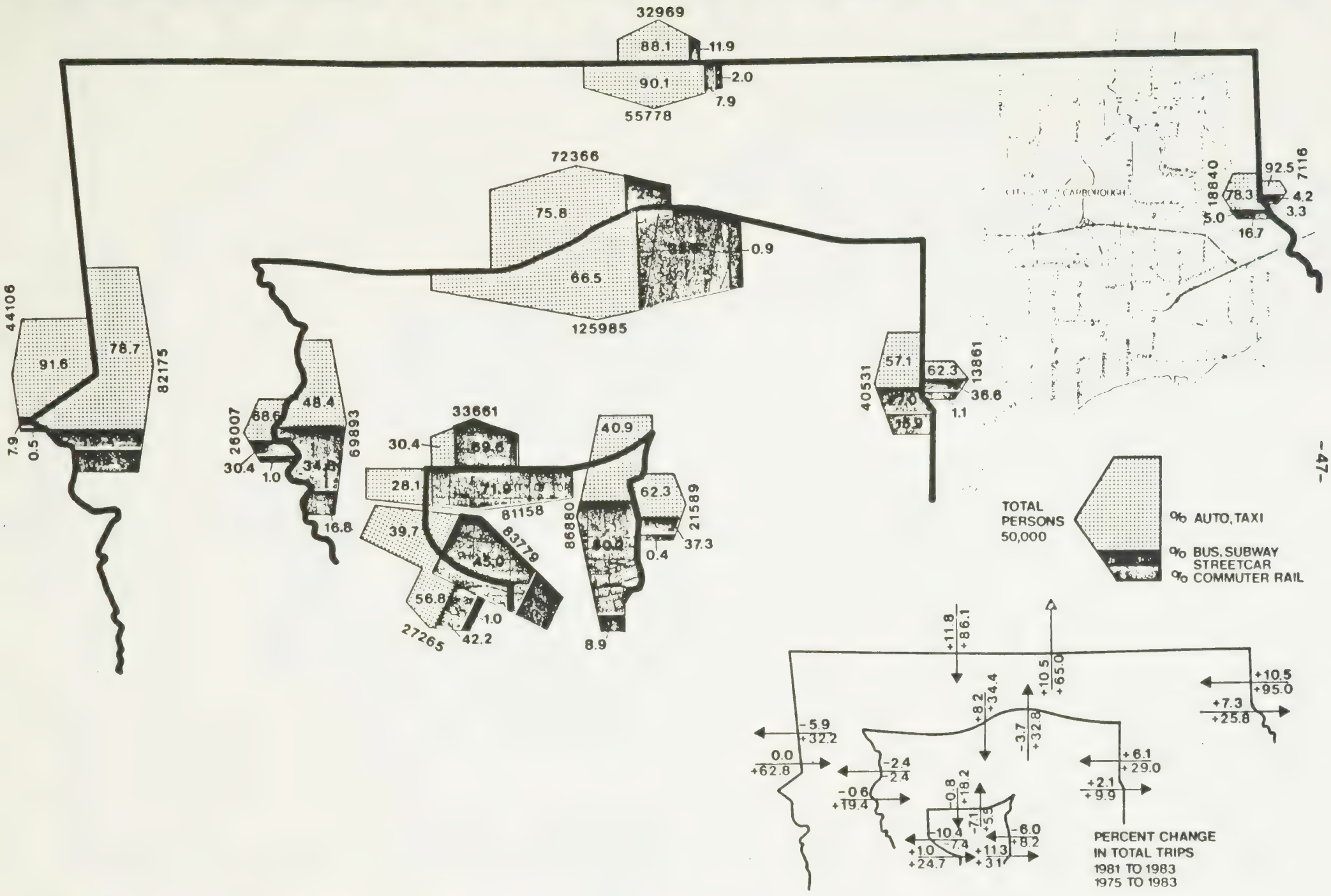
EXHIBIT 18B: PERSONS CROSSING OUTER CORDONS 7:00 A.M. – 7:00 P.M. 1983



NOTE: Drivers of Trucks and Taxis not included

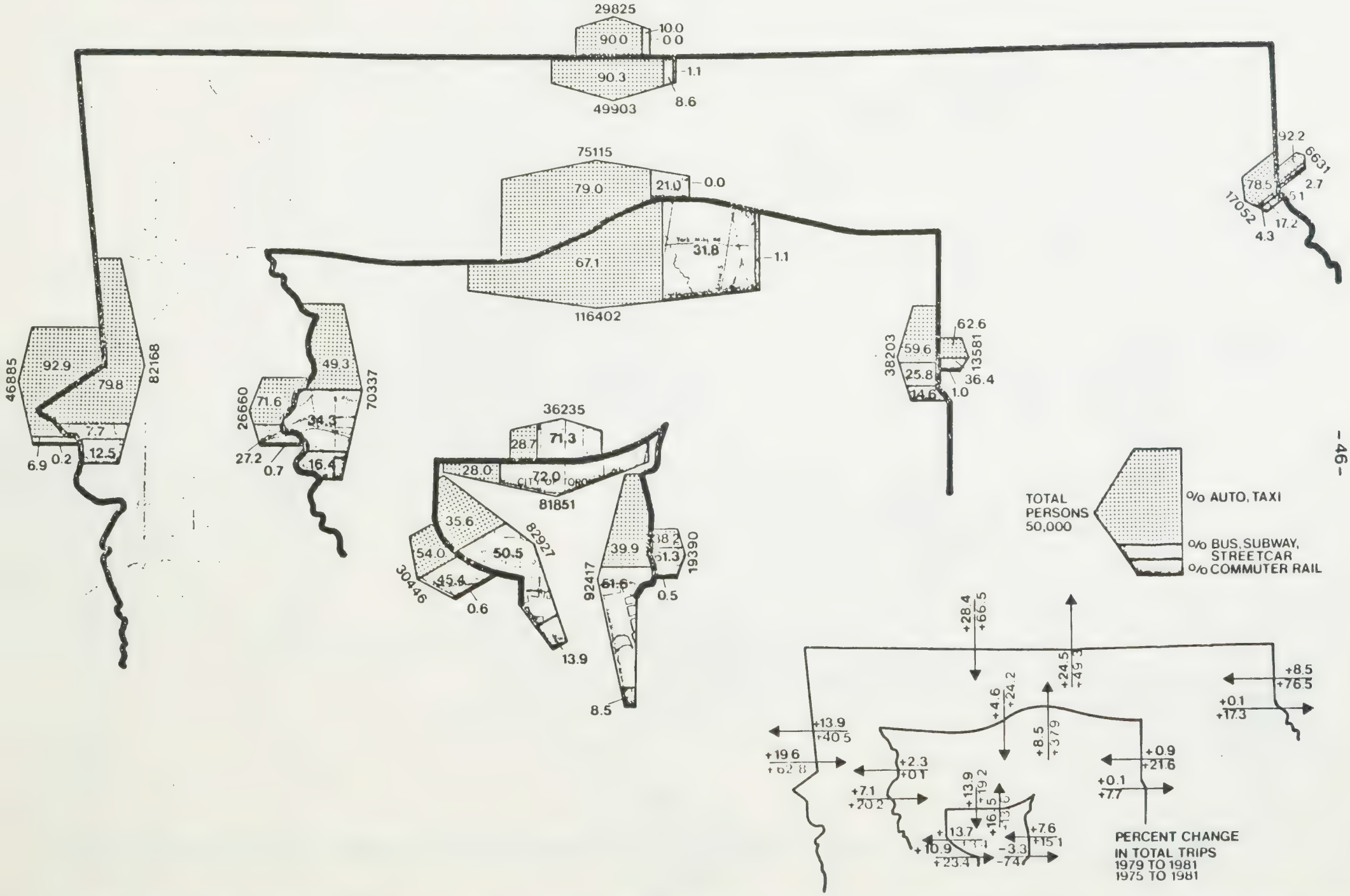
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 18A : PERSONS CROSSING OUTER CORDONS 7:00 A.M. – 7:00 P.M. 1981



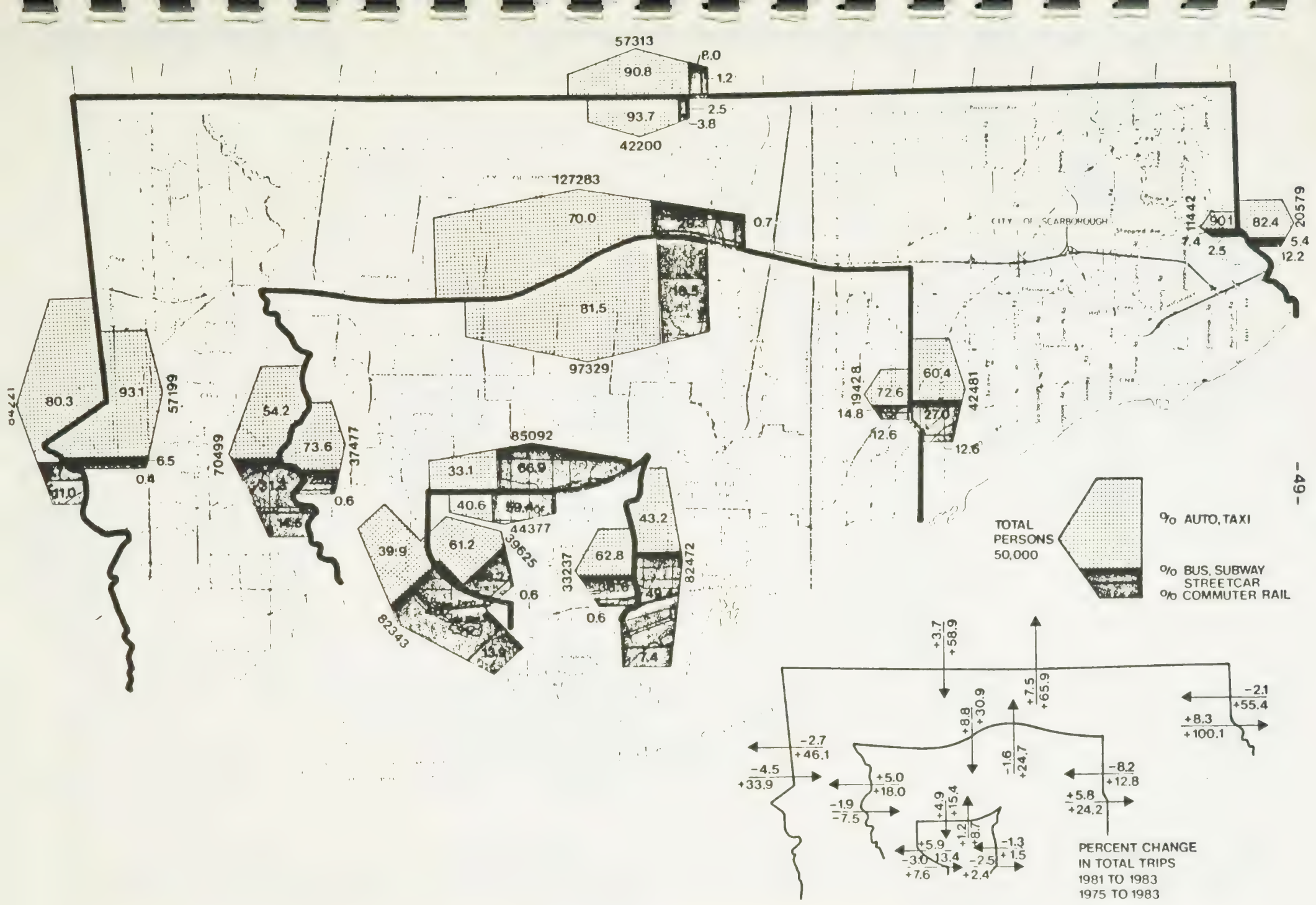
NOTE : Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 19B : PERSONS CROSSING OUTER CORDONS 7:00 – 9:00 A.M. 1983



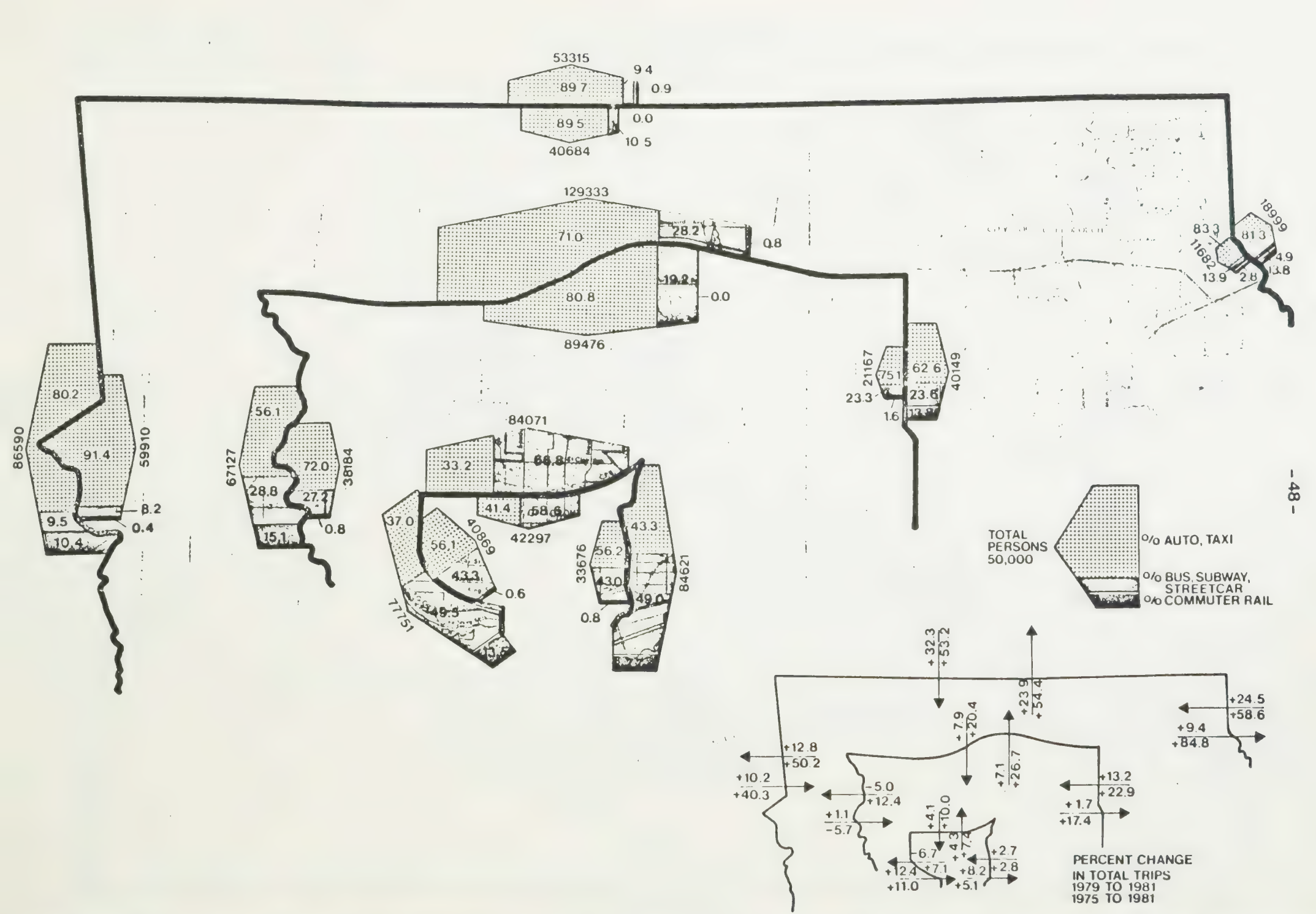
NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 19A: PERSONS CROSSING OUTER CORDONS 7:00 – 9:00 A.M. 1981



NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 20B: PERSONS CROSSING OUTER CORDONS 4:00-6:00 P.M. 1983



NOTE: Drivers of Trucks and Taxis not included
METRO CORDON COUNT PROGRAM 1983

EXHIBIT 20A: PERSONS CROSSING OUTER CORDONS 4:00 – 6:00 P.M. 1981

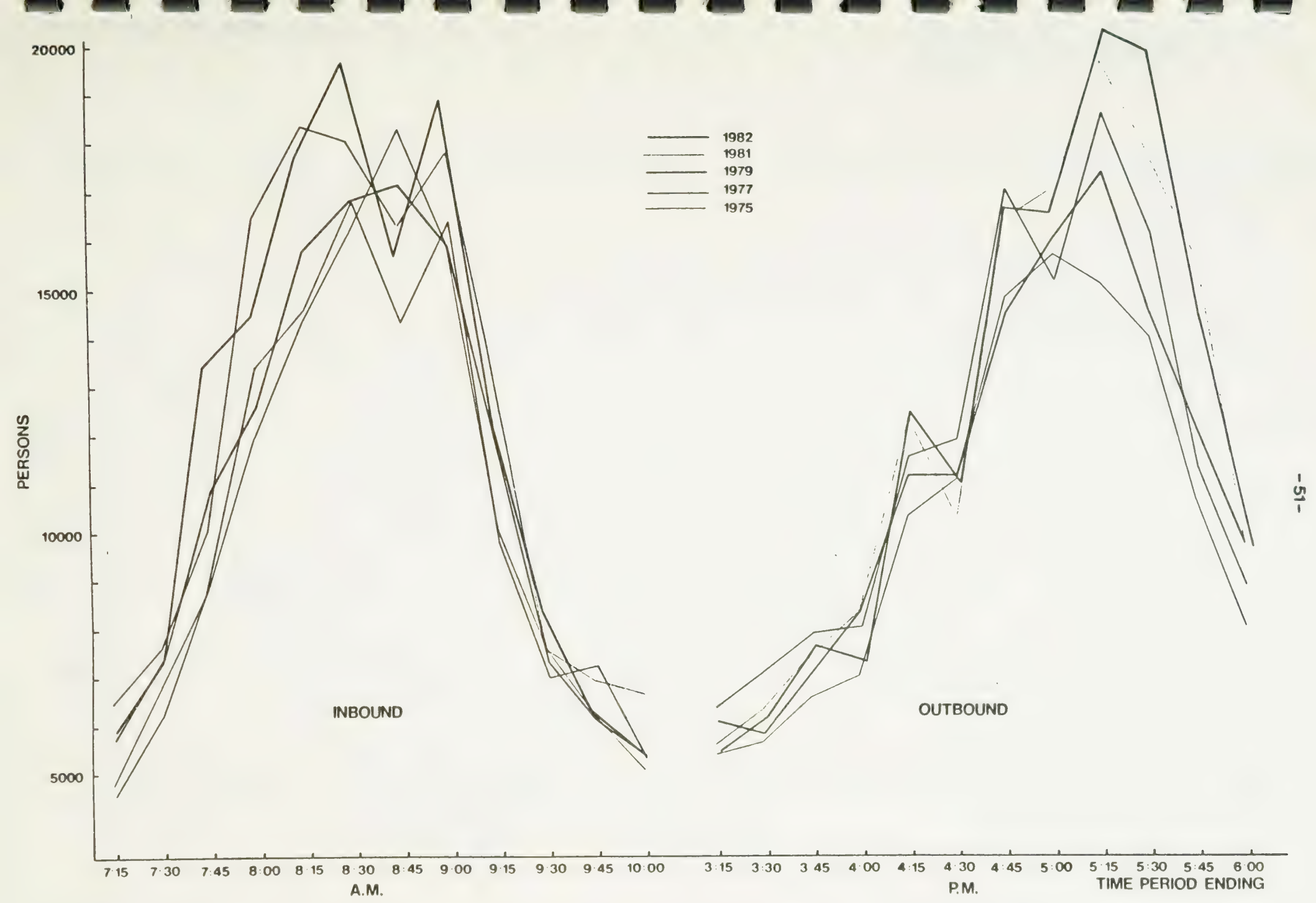


EXHIBIT 22:
DISTRIBUTION OF PERSONS
CROSSING THE DOWNTOWN CORDON

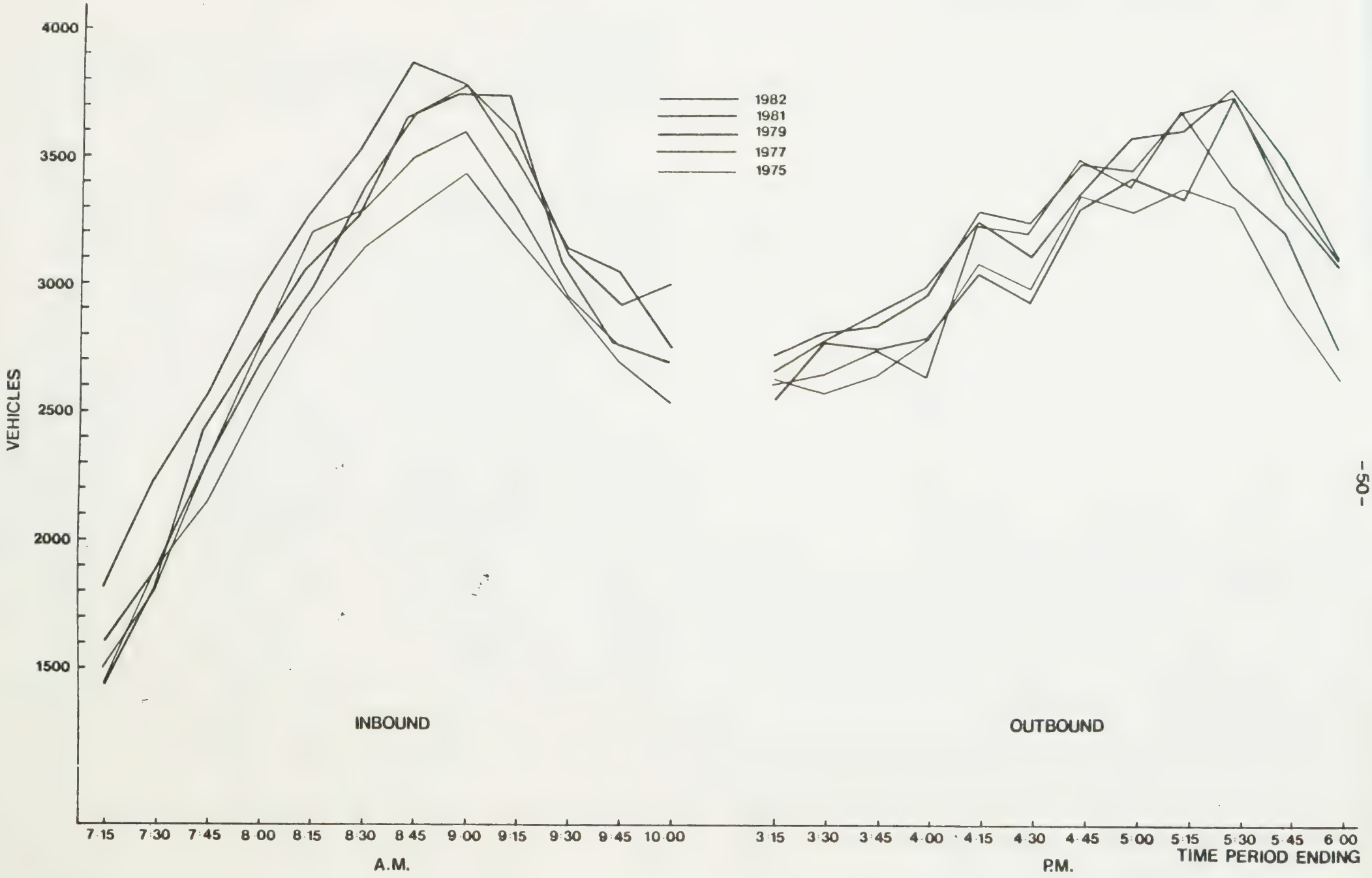


EXHIBIT 21 :
DISTRIBUTION OF VEHICLES CROSSING THE DOWNTOWN CORDON

METRO CORDON COUNT PROGRAM 1983

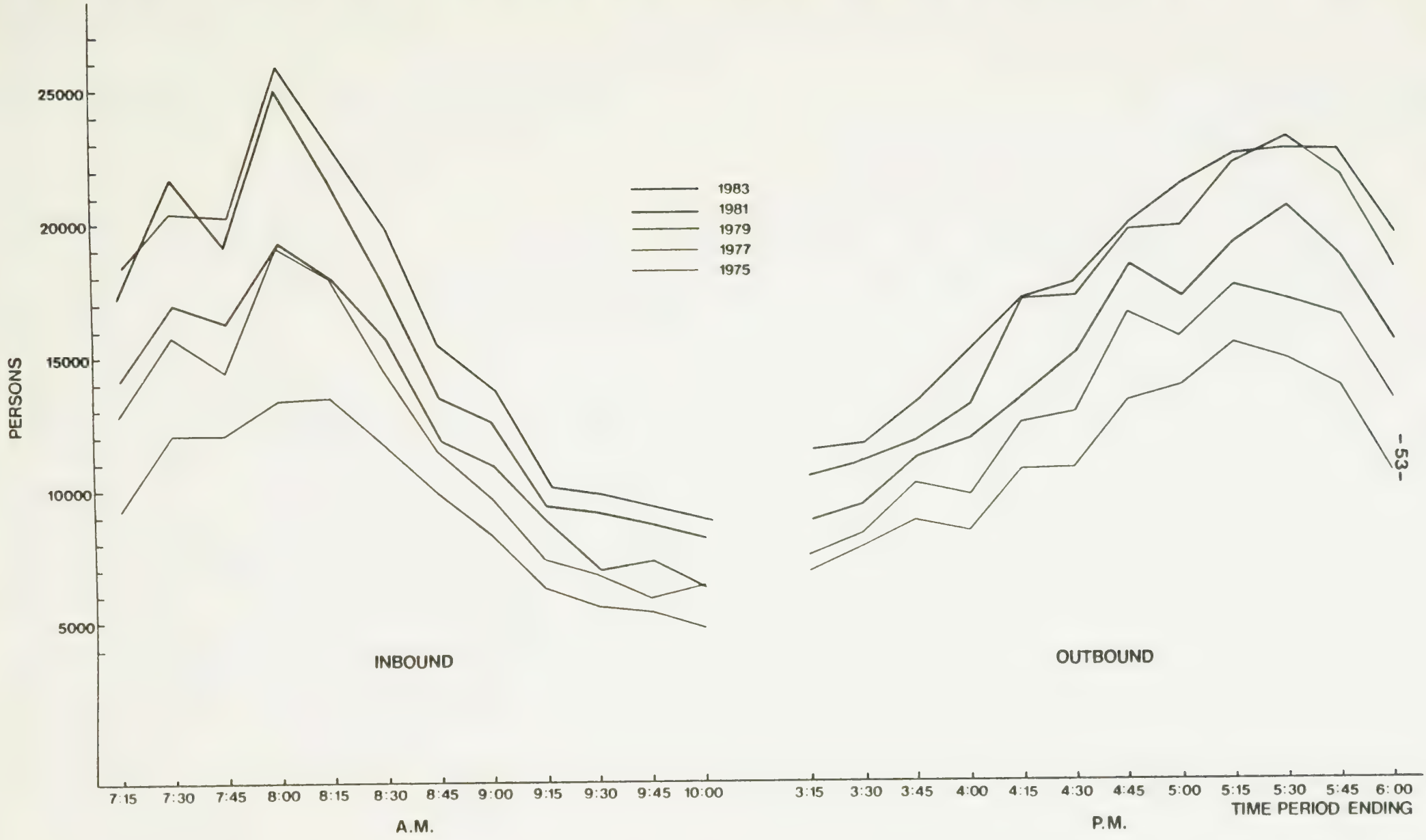


EXHIBIT 24:
DISTRIBUTION OF PERSONS
CROSSING THE METRO BOUNDARY

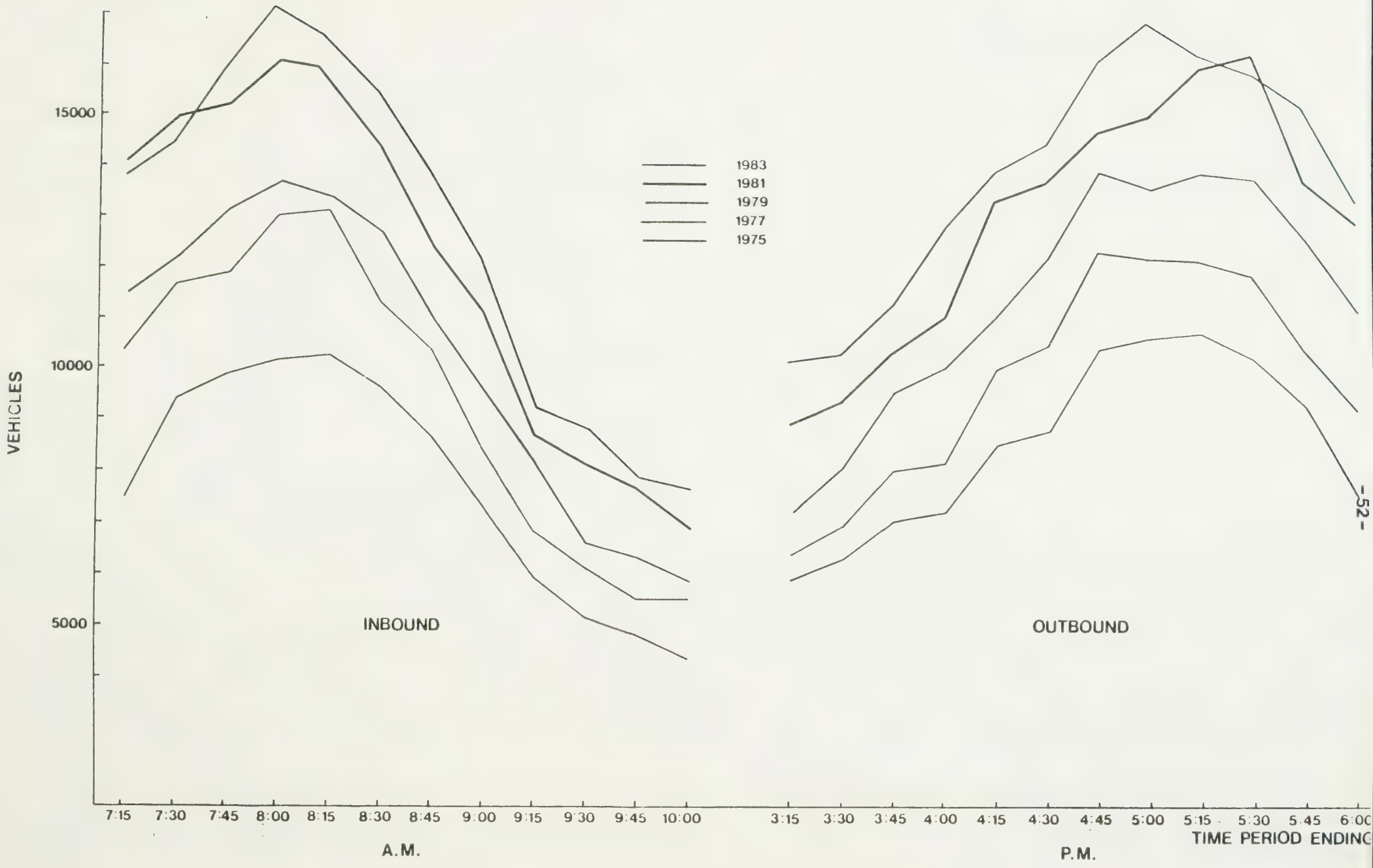


EXHIBIT 23:
DISTRIBUTION OF VEHICLES
CROSSING THE METRO BOUNDARY

EXHIBIT 26: VEHICLE TRIPS CROSSING MAJOR CORDONS

CORDON	A.M. PEAK PERIOD 7:00 - 9:00 A.M. (Inbound)							P.M. PEAK PERIOD 4:00 - 6:00 P.M. (Outbound)							7:00 A.M. - 7:00 P.M. (Two-way Totals)						
	Total Vehicles	Autos No.	Autos %	Trucks No.	Trucks %	Transit No.	Transit %	Total Vehicles	Autos No.	Autos %	Trucks No.	Trucks %	Transit No.	Transit %	Total Vehicles	Autos No.	Autos %	Trucks No.	Trucks %	Transit No.	Transit %
METRO BOUNDARY																					
1975	73,029	63,196	86.5	9,574	13.1	259	0.4	76,050	66,388	87.3	9,373	12.3	289	0.4	581,410	472,139	81.2	106,943	18.4	2,328	0.4
1977	90,573	79,403	87.7	10,731	11.8	439	0.5	88,598	78,632	88.8	9,537	10.7	429	0.5	670,691	547,768	81.7	119,171	17.7	3,752	0.6
1979	97,081	86,266	88.9	10,299	10.6	516	0.5	101,922	92,679	90.9	8,733	8.6	510	0.5	748,916	630,035	84.1	114,760	15.3	4,121	0.6
1981	114,126	102,268	89.6	11,247	9.9	611	0.5	115,136	103,848	90.2	10,671	9.3	617	0.5	871,053	737,899	84.7	128,273	14.7	4,881	0.6
1983	119,210	105,549	88.6	12,930	10.8	731	0.6	119,586	107,157	89.6	11,742	9.8	687	0.6	922,060	770,375	83.6	145,862	15.8	5,823	0.6
SUBURBAN																					
1975	109,457	97,113	88.7	11,422	10.4	922	0.9	108,638	98,340	90.5	9,476	8.7	822	0.8	881,097	745,336	84.6	127,990	14.5	7,771	0.9
1977	116,192	104,973	90.3	10,185	8.8	1,034	0.9	116,048	105,993	91.3	9,146	7.9	909	0.8	936,569	803,987	85.8	123,388	13.2	9,194	1.0
1979	122,501	110,746	90.4	10,654	8.7	1,101	0.9	125,949	116,282	92.3	8,701	6.9	966	0.8	991,626	860,195	86.7	121,827	12.3	9,604	1.0
1981	123,015	110,693	90.0	11,085	9.0	1,237	1.0	131,547	120,741	91.8	9,779	7.4	1,027	0.8	1,040,770	906,292	87.1	123,929	11.9	10,549	1.0
1983	126,414	111,707	88.4	13,219	10.5	1,488	1.1	131,036	117,751	89.9	12,029	9.2	1,256	0.9	1,064,646	908,834	85.4	143,160	13.5	12,652	1.1
RAILWAY																					
1975	74,164	66,112	89.1	6,953	9.4	1,099	1.5	78,272	71,237	91.0	5,971	7.6	1,064	1.4	595,792	500,552	84.0	85,655	14.4	9,585	1.6
1977	77,170	68,299	86.5	7,770	10.1	1,101	1.4	77,641	70,022	90.2	6,548	8.4	1,071	1.4	614,508	516,063	84.0	88,459	14.4	9,986	1.6
1979	80,307	70,947	88.3	8,391	10.5	969	1.2	82,120	73,592	89.6	7,596	9.3	932	1.1	636,413	530,750	83.4	96,597	15.2	9,066	1.4
1981	78,047	68,402	87.7	8,591	11.0	1,054	1.4	78,685	70,130	89.1	7,603	9.7	952	1.2	627,999	522,078	83.1	96,332	15.3	9,589	1.5
1983	80,158	70,373	87.8	8,637	10.8	1,148	1.4	80,774	72,094	89.3	7,724	9.6	956	1.1	661,061	554,400	83.9	96,630	14.6	10,031	1.5
DOWNTOWN CORE																					
1975	20,729	18,122	87.4	1,976	9.5	631	3.1	24,846	22,489	90.5	1,709	6.9	648	2.6	220,835	187,142	84.7	27,768	12.6	5,925	2.7
1977	21,816	19,245	88.2	1,958	9.0	613	2.8	26,223	23,841	90.9	1,718	6.6	664	2.5	228,874	195,667	85.5	27,343	12.0	5,864	2.5
1979	22,206	19,372	87.2	2,222	10.0	612	2.8	27,104	24,404	90.0	2,055	7.6	645	2.4	236,458	200,085	84.6	30,619	13.0	5,754	2.4
1981	24,084	20,936	86.9	2,601	10.8	547	2.3	26,094	23,522	90.1	2,057	7.9	515	2.0	246,296	207,534	84.3	33,564	13.6	5,198	2.1
1982	22,221	19,419	87.4	2,304	10.4	498	2.2	27,091	24,544	90.6	2,015	7.4	532	2.0	237,100	201,388	84.9	20,612	12.9	5,100	2.2

	Inbound					Outbound				
	1975	1977	1979	1981	1982	1975	1977	1979	1981	1982
Downtown Core										
7 a.m. - 9 a.m.	1.43	1.40	1.39	1.35	1.35	1.24	1.24	1.22	1.23	1.22
4 p.m. - 6 p.m.	1.44	1.44	1.39	1.34	1.39	1.50	1.50	1.47	1.44	1.44
7 a.m. - 7 p.m.	1.41	1.40	1.38	1.37	1.34	1.39	1.39	1.36	1.36	1.34
					1983					1983
Railway										
7 a.m. - 9 a.m.	1.34	1.34	1.36	1.32	1.31	1.23	1.19	1.20	1.20	1.19
4 p.m. - 6 p.m.	1.38	1.39	1.36	1.35	1.33	1.38	1.38	1.40	1.35	1.36
7 a.m. - 7 p.m.	1.35	1.35	1.34	1.32	1.32	1.33	1.32	1.32	1.30	1.31
Suburban										
7 a.m. - 9 a.m.	1.28	1.27	1.25	1.23	1.27	1.21	1.19	1.18	1.17	1.16
4 p.m. - 6 p.m.	1.34	1.30	1.29	1.28	1.30	1.34	1.32	1.30	1.29	1.30
7 a.m. - 7 p.m.	1.31	1.30	1.28	1.26	1.29	1.31	1.29	1.28	1.26	1.27
Metro Boundary										
7 a.m. - 9 a.m.	1.24	1.24	1.22	1.22	1.23	1.24	1.23	1.18	1.18	1.19
4 p.m. - 6 p.m.	1.38	1.36	1.31	1.29	1.32	1.37	1.33	1.29	1.28	1.28
7 a.m. - 7 p.m.	1.33	1.33	1.29	1.27	1.29	1.35	1.32	1.27	1.28	1.28

Note: Taxis and Taxi Drivers excluded

EXHIBIT 25:
AVERAGE AUTO OCCUPANCY
AT 4 MAJOR CORDONS

EXHIBIT 28 :
VEHICLE TRIPS CROSSING MAJOR SCREENLINES
(SEE EXHIBIT 1)

Screenline	A.M. Peak Period 7.00-9.00 (Inbound)					P.M. Peak Period 4.00-6.00 (Outbound)					7.00 A.M. - 7.00 P.M. (Two-way Totals)				
	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
West Metro Bdy.															
1975	38,918		11.6	0.3	1.24	40,347		10.4	0.4	1.37	319,525		17.2	0.4	1.34
1977	47,928	23.2	10.2	0.4	1.24	46,696	15.7	9.5	0.5	1.35	363,607	13.8	16.8	0.5	1.33
1979	51,405	7.3	9.9	0.5	1.22	55,004	17.8	8.2	0.5	1.28	417,581	14.8	14.8	0.5	1.28
1981	60,720	18.1	8.9	0.5	1.20	60,039	9.2	8.3	0.6	1.28	470,996	12.8	13.7	0.6	1.25
1983	58,645	-3.4	10.0	0.6	1.23	58,759	-2.1	8.8	0.6	1.27	470,302	-0.2	14.9	0.6	1.27
		(50.7)					(45.6)					(47.2)			
Humber River															
1975	49,343		12.1	0.4	1.24	49,230		10.8	0.5	1.31	414,970		17.1	0.5	1.30
1977	52,214	5.8	12.0	0.4	1.25	51,420	4.4	11.0	0.4	1.33	434,436	4.7	16.9	0.5	1.31
1979	57,013	9.2	11.2	0.5	1.23	60,059	16.8	9.5	0.4	1.29	476,810	9.8	15.3	0.5	1.26
1981	58,374	2.4	11.4	0.7	1.21	60,936	1.5	9.7	0.6	1.29	492,151	3.2	15.4	0.7	1.26
1983	58,338	-0.1	12.2	0.8	1.23	62,359	2.3	12.0	0.7	1.28	505,495	2.7	15.9	0.8	1.26
		(18.2)					(26.7)					(21.8)			
Newmarket Sub.															
1975	54,679		12.6	1.1	1.28	60,138		10.3	1.1	1.33	511,321		16.9	1.2	1.30
1977	61,570	12.6	13.6	1.2	1.28	65,118	8.3	11.7	1.1	1.38	556,028	8.7	17.0	1.2	1.33
1979	60,718	1.4	14.1	1.3	1.28	68,418	5.1	10.7	1.1	1.37	564,154	1.5	16.6	1.3	1.30
1981	66,823	10.1	11.7	1.3	1.24	66,784	-2.4	10.9	1.2	1.29	586,154	3.9	15.7	1.4	1.26
1983	69,203	3.6	12.5	1.5	1.25	67,687	1.4	12.8	1.0	1.30	618,906	5.6	12.7	1.7	1.27
		(26.6)					(12.6)					(21.0)			
Bala Sub.															
1975	65,956		10.4	0.8	1.28	65,723		8.8	0.8	1.33	531,306		15.3	0.9	1.30
1977	70,588	7.0	11.0	0.9	1.29	71,738	9.2	9.1	0.8	1.32	574,044	8.0	15.1	1.0	1.28
1979	77,680	10.0	9.6	0.8	1.30	75,279	4.9	7.9	0.6	1.29	614,639	7.1	13.9	1.0	1.27
1981	71,976	-7.3	9.7	0.9	1.26	73,462	-2.4	8.3	0.8	1.29	607,146	-1.2	13.9	1.1	1.26
1983	76,162	5.8	10.9	1.2	1.25	77,786	5.9	8.8	1.5	1.27	654,765	7.8	14.4	1.2	1.25
		(15.5)					(18.4)					(23.2)			
Uxbridge Sub.															
1975	34,830		11.2	0.8	1.28	36,002		9.9	0.7	1.36	263,025		16.6	1.0	1.35
1977	40,375	15.9	9.8	0.8	1.27	39,421	9.5	8.5	0.6	1.29	287,337	9.2	15.9	0.9	1.31
1979	41,647	3.2	9.2	0.9	1.25	42,553	7.9	6.4	0.8	1.31	303,691	5.7	13.6	1.1	1.29
1981	45,148	8.4	8.8	1.0	1.25	45,624	7.2	7.1	0.8	1.27	337,136	11.0	13.3	1.2	1.28
1983	49,469	9.6	9.9	1.1	1.24	45,454	-0.4	9.7	1.0	1.30	349,221	3.6	15.4	1.3	1.28
		(42.0)					(26.3)					(32.8)			

EXHIBIT 27: PERSON TRIPS CROSSING MAJOR CORDONS

CORDON	A.M. PEAK PERIOD 7:00 - 9:00 A.M. (Inbound)							P.M. PEAK PERIOD 4:00 - 6:00 P.M. (Outbound)							7:00 A.M. - 7:00 P.M. (Two-way Totals)						
	Total Persons	Auto No.	Auto %	Transit No.	Transit %	GO No.	GO %	Total Persons	Auto No.	Auto %	Transit No.	Transit %	GO No.	GO %	Total Persons	Auto No.	Auto %	Transit No.	Transit %	GO No.	GO %
METRO BOUNDARY																					
1975	90,029	77,779	86.4	5,409	6.0	6,841	7.6	102,466	90,783	88.6	6,354	6.2	5,329	5.2	694,418	629,050	90.6	49,352	7.1	16,016	2.3
1977	115,687	98,206	84.9	8,802	7.6	8,679	7.5	121,708	104,252	85.6	9,683	8.0	7,773	6.4	811,946	720,891	88.8	69,437	8.5	21,618	2.7
1979	123,265	104,806	85.0	7,779	6.3	10,680	8.7	137,144	118,783	86.6	9,251	6.8	9,110	6.6	893,391	801,410	89.7	66,446	7.4	25,535	2.9
1981	149,123	123,993	83.2	11,325	7.5	13,805	9.3	158,904	132,613	83.5	14,158	8.9	12,133	7.6	1,053,735	928,159	88.1	92,856	8.8	32,720	3.1
1983	156,793	129,653	82.7	11,998	7.6	15,142	9.7	162,113	136,596	84.2	12,915	8.0	12,602	7.8	1,102,433	981,442	89.1	86,110	7.8	34,881	3.1
SUBURBAN																					
1975	185,683	123,512	66.5	52,665	28.4	9,506	5.1	193,652	130,937	67.6	54,843	28.3	7,872	4.1	1,268,489	970,583	76.5	275,890	21.8	22,016	1.7
1977	203,091	132,408	65.2	59,008	29.1	11,675	5.7	209,012	139,166	66.6	58,507	28.0	11,339	5.4	1,364,393	1,037,038	76.0	298,704	21.9	28,651	2.1
1979	214,868	137,772	64.1	61,969	28.9	15,127	7.0	230,879	150,431	65.2	67,005	29.0	13,443	5.8	1,441,724	1,091,085	75.7	316,270	21.9	34,369	2.4
1981	224,942	135,613	60.3	70,967	31.5	18,362	8.2	236,609	155,019	65.5	64,817	27.4	16,773	7.1	1,530,137	1,134,972	74.2	352,726	23.0	42,439	2.8
1983	236,409	140,742	59.5	76,307	32.4	19,360	8.1	240,263	152,967	63.7	70,694	29.4	16,602	6.9	1,587,111	1,157,471	72.9	386,540	24.4	43,100	2.7
RAILWAY																					
1975	215,695	87,958	40.7	118,779	55.1	8,958	4.2	231,381	97,355	42.1	126,025	54.4	8,001	3.5	1,264,867	657,062	51.9	586,532	46.4	21,273	1.7
1977	227,551	90,628	39.8	125,116	55.0	11,807	5.2	231,422	95,711	41.3	125,126	54.1	10,585	4.6	1,311,140	677,910	51.7	604,843	46.1	28,420	2.2
1979	233,674	95,898	41.0	122,330	52.4	15,446	6.6	242,214	102,486	42.3	125,827	52.0	13,901	5.7	1,336,908	695,500	52.0	605,931	45.3	35,477	2.7
1981	257,195	89,275	34.7	148,479	57.7	19,441	7.6	246,443	93,319	37.9	136,104	55.2	17,020	6.9	1,412,930	673,311	47.6	695,108	49.2	44,511	3.2
1983	251,817	91,553	36.4	139,709	55.5	20,555	8.1	249,907	96,681	38.7	135,609	54.3	17,617	7.0	1,445,566	714,760	49.4	686,168	47.5	44,638	3.1
DOWNTOWN CORE																					
1975	97,132	25,198	26.0	62,976	64.8	8,958	9.2	99,592	32,119	32.3	59,472	59.7	8,001	8.0	564,209	246,442	43.7	296,494	52.5	21,273	3.8
1977	96,110	25,987	27.0	58,316	60.7	11,807	12.3	111,119	33,560	30.2	66,974	60.3	10,585	9.5	591,838	254,579	43.0	308,839	52.2	28,420	4.8
1979	102,506	26,127	25.5	60,933	59.4	15,446	15.1	106,642	34,051	32.0	58,690	55.2	13,901	12.8	594,422	255,438	43.0	303,507	51.1	35,477	5.9
1981	111,511	27,434	24.6	64,636	58.0	19,441	17.4	118,555	32,278	27.2	69,257	58.4	17,020	14.4	647,432	265,320	41.0	337,601	52.1	44,511	6.9
1982	113,406	25,335	22.3	67,985	60.0	20,086	17.7	119,980	33,188	27.7	68,652	57.2	18,140	15.1	636,109	251,210	39.6	339,443	53.3	45,456	7.1

EXHIBIT 28 (Continued)

Screenline	A.M. Peak Period 7.00-9.00 (Inbound)					P.M. Peak Period 4.00-6.00 (Outbound)					7.00 A.M. - 7.00 P.M. (Two-way Totals)				
	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
Hwy. 401 South															
1975	92,100		12.8	0.7	1.24	95,137		10.7	0.5	1.33	835,118		16.0	0.7	1.31
1977	102,631	11.4	10.7	0.9	1.25	108,919	14.5	9.4	0.6	1.32	922,460	10.5	14.3	0.9	1.29
1979	110,657	7.8	9.4	0.9	1.21	114,690	5.3	7.6	0.7	1.28	999,264	8.3	12.6	0.8	1.26
1981	111,738	1.0	10.1	0.9	1.20	122,908	7.2	7.7	0.7	1.27	1,052,002	5.3	12.2	0.9	1.25
1983	115,054	3.0	11.7	1.1	1.23	119,017	-3.2	10.0	0.9	1.29	1,075,973	2.3	14.3	1.0	1.27
		(24.9)					(25.1)					(28.8)			
Eglinton															
1975	56,514		8.6	1.2	1.27	56,551		7.9	1.1	1.35	477,570		13.1	1.3	1.31
1977	59,036	4.5	8.6	1.3	1.27	62,488	10.5	7.2	1.0	1.32	494,545	3.6	12.1	1.3	1.30
1979	59,412	0.6	7.9	1.3	1.26	61,585	-1.4	6.9	1.0	1.31	511,093	3.3	11.5	1.3	1.28
1981	60,475	1.8	8.5	1.3	1.25	61,939	0.6	7.2	1.2	1.29	531,637	4.0	11.7	1.3	1.26
1983	60,240	-0.4	9.8	1.4	1.25	63,567	2.6	8.3	1.2	1.33	546,853	2.9	12.9	1.4	1.29
		(6.6)					(12.4)					(14.5)			
C.P. N. Toronto															
1975	19,583		7.7	1.9	1.34	23,627		6.1	1.5	1.40	176,987		11.0	1.8	1.40
1977	20,671	5.6	8.6	2.0	1.34	23,155	-2.0	6.6	1.6	1.38	180,527	2.0	11.2	2.0	1.35
1979	19,860	-3.9	9.7	1.6	1.31	23,949	-0.9	8.4	1.2	1.36	180,742	0.1	12.7	1.5	1.33
1981	20,346	2.4	9.6	1.6	1.28	23,217	1.2	8.3	1.1	1.35	182,379	0.9	12.6	1.6	1.32
1983	20,097	-1.2	9.7	1.8	1.28	22,975	-1.0	8.6	1.2	1.36	186,268	2.1	12.2	1.7	1.30
		(2.6)					(-2.8)					(5.2)			
Taylor Creek															
1975	18,679		8.4	1.0	1.31	16,950		8.6	1.3	1.39	154,319		13.5	1.2	1.32
1977	18,452	-1.2	7.9	1.1	1.26	18,947	11.8	6.1	1.2	1.32	160,123	3.8	11.7	1.3	1.29
1979	18,826	2.0	7.0	1.1	1.28	17,312	-8.6	5.6	1.3	1.32	165,901	3.6	10.6	1.2	1.29
1981	17,256	-8.3	6.0	1.2	1.25	15,795	-8.8	5.5	1.3	1.32	155,994	-6.0	10.0	1.2	1.25
1983	18,297	6.0	9.3	1.3	1.28	17,426	10.3	8.9	1.3	1.25	169,870	8.9	13.0	1.1	1.23
		(-2.0)					(2.8)					(10.1)			

EXHIBIT 28 (Continued)

Screenline	A.M. Peak Period 7.00-9.00 (Inbound)					P.M. Peak Period 4.00-6.00 (Outbound)					7.00 A.M. - 7.00 P.M. (Two-way Totals)				
	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
East Metro Bdy.															
1975	7,869		14.6	0.2	1.19	7,629		13.6	0.2	1.40	57,649		21.4	0.3	1.39
1977	11,366	44.4	12.3	0.3	1.24	10,113	32.6	12.1	0.1	1.31	73,166	26.9	20.4	0.5	1.39
1979	11,755	3.4	9.0	0.3	1.22	12,254	20.9	7.4	0.2	1.30	77,185	5.5	15.2	0.4	1.31
1981	12,184	3.6	9.0	0.3	1.21	12,920	5.4	7.4	0.3	1.30	83,932	8.7	14.7	0.4	1.31
1983	13,147	7.9	10.6	0.3	1.26	14,358	11.1	8.5	0.4	1.29	91,465	9.0	16.3	0.5	1.35
		(67.1)					(88.2)					(58.7)			
Bathurst															
1975	23,552		9.8	1.4	1.37	27,211		7.8	1.2	1.42	207,883		14.7	1.5	1.35
1977	25,255	7.2	10.3	1.3	1.34	26,770	-1.6	8.3	1.2	1.42	210,503	1.3	14.6	1.5	1.35
1979	25,832	2.3	10.7	1.3	1.35	29,155	8.9	9.1	1.1	1.49	218,853	4.0	15.5	1.4	1.35
1981	24,715	-4.3	11.6	1.3	1.32	25,114	-13.9	10.5	1.3	1.36	215,578	-1.5	16.1	1.5	1.32
1983	26,599	7.6	10.4	1.2	1.32	26,670	6.2	9.7	1.1	1.33	226,595	5.1	14.6	1.2	1.28
		(12.9)					(-2.0)					(9.0)			
Victoria Park															
1975	8,171		9.4	0.5	1.34	8,486		8.1	0.6	1.40	54,569		13.0	0.9	1.39
1977	7,953	-2.7	10.2	0.6	1.32	9,202	8.4	9.9	0.5	1.33	55,781	2.2	13.8	0.9	1.37
1979	8,615	8.3	11.5	0.8	1.29	8,912	3.2	10.4	0.4	1.38	57,887	3.8	14.8	1.0	1.35
1981	9,198	6.8	11.2	0.7	1.32	8,786	-1.4	11.8	0.5	1.39	59,255	2.4	15.0	1.0	1.35
1983	8,166	-11.2	11.6	0.8	1.29	8,447	-3.9	10.7	0.3	1.37	57,562	-2.9	15.2	1.0	1.32
		(-0.2)					(-0.5)					(5.5)			
North Metro															
1975	26,242		14.8	0.4	1.25	28,073		15.2	0.4	1.38	204,148		19.4	0.4	1.34
1977	31,279	19.2	14.1	0.6	1.24	31,789	13.2	12.1	0.6	1.31	233,918	14.6	18.5	0.6	1.30
1979	33,921	8.4	12.3	0.6	1.22	34,664	9.0	9.5	0.5	1.28	254,150	8.6	16.2	0.6	1.28
1981	41,222	21.5	11.5	0.6	1.25	42,177	21.7	11.1	0.5	1.29	316,125	24.4	16.2	0.6	1.28
1983	47,418	15.0	12.0	0.7	1.21	49,469	17.3	11.5	0.5	1.27	360,293	13.9	16.9	0.7	1.26
		(80.7)					(76.2)					(76.5)			
Hwy. 401 North															
1975	86,922		13.9	0.7	1.24	88,169		11.5	0.7	1.34	775,980		16.7	0.8	1.31
1977	89,484	2.9	11.8	0.9	1.23	95,094	7.9	9.4	0.7	1.31	818,229	5.4	14.8	0.9	1.29
1979	92,753	3.7	10.3	0.9	1.21	101,039	6.3	8.1	0.7	1.27	870,260	6.4	13.1	0.9	1.26
1981	99,805	7.6	11.4	0.9	1.20	109,435	8.3	8.9	0.7	1.27	929,335	6.8	13.2	0.9	1.25
1983	104,750	4.9	12.6	1.0	1.23	113,473	3.7	10.3	0.8	1.28	1,000,944	7.7	14.3	1.0	1.27
		(20.5)					(28.7)					(28.9)			

EXHIBIT 30 : SELECTED COUNTS ON MAJOR TRANSIT FACILITIES

LOCATION	A.M. Peak Hour Inbound			P.M. Peak Hour Outbound			7:00 A.M. - 7:00 P.M. (Two-way Totals)		
	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 Year (8 year) % Change	1 year (7 year) % Change
Yonge Subway									
1. N. of York Mills Station									
1975	9,045			8,867			53,918		
1977	9,985	10.4		9,694	9.2		63,190	17.2	
1979	10,184	2.0		10,772	11.1		67,588	7.0	
1981	11,820	16.1		11.045	2.5		79,141	17.1	
1983	11,823	0		11,038	0		78,661	-6.1	
		(30.7)			(24.5)			(45.9)	
2. N. of Bloor Station									
1975	26,082			24,702			191,030		
1977	25,267	-3.1		21,888	-11.4		187,185	-2.0	
1979	19,025	-24.7		18,968	-13.3		159,999	-14.5	
1981	28,164	48.0		22,196	17.0		186,819	16.8	
1982	21,860		-22.3	21,976		-1.0	181,049		-3.1
			(-16.2)			(-11.0)			(-5.2)
3. S. of College Station									
1975	22,892			19,358			171,802		
1977	29,966	30.9		23,728	22.6		186,389	8.5	
1979	22,119	-26.2		23,271	-1.9		166,090	-10.9	
1981	27,620	24.9		22,679	-2.5		192,036	15.6	
1982	27,720		0.4	25,382		11.9	191,767		-0.1
			(21.1)			(31.1)			(11.6)
University-Spadina Subway									
4. S. of Queen's Pk. Station									
1975	13,871			9,476			58,882		
1977	9,360	-32.5		8,364	-11.7		50,631	-14.0	
1979	14,312	52.9		14,029	67.7		80,326	58.6	
1981	16,553	15.7		13,000	-7.3		87,324	8.7	
1982	16,730		1.1	14,595		12.3	89,493		2.5
			(20.1)			(54.0)			(52.0)

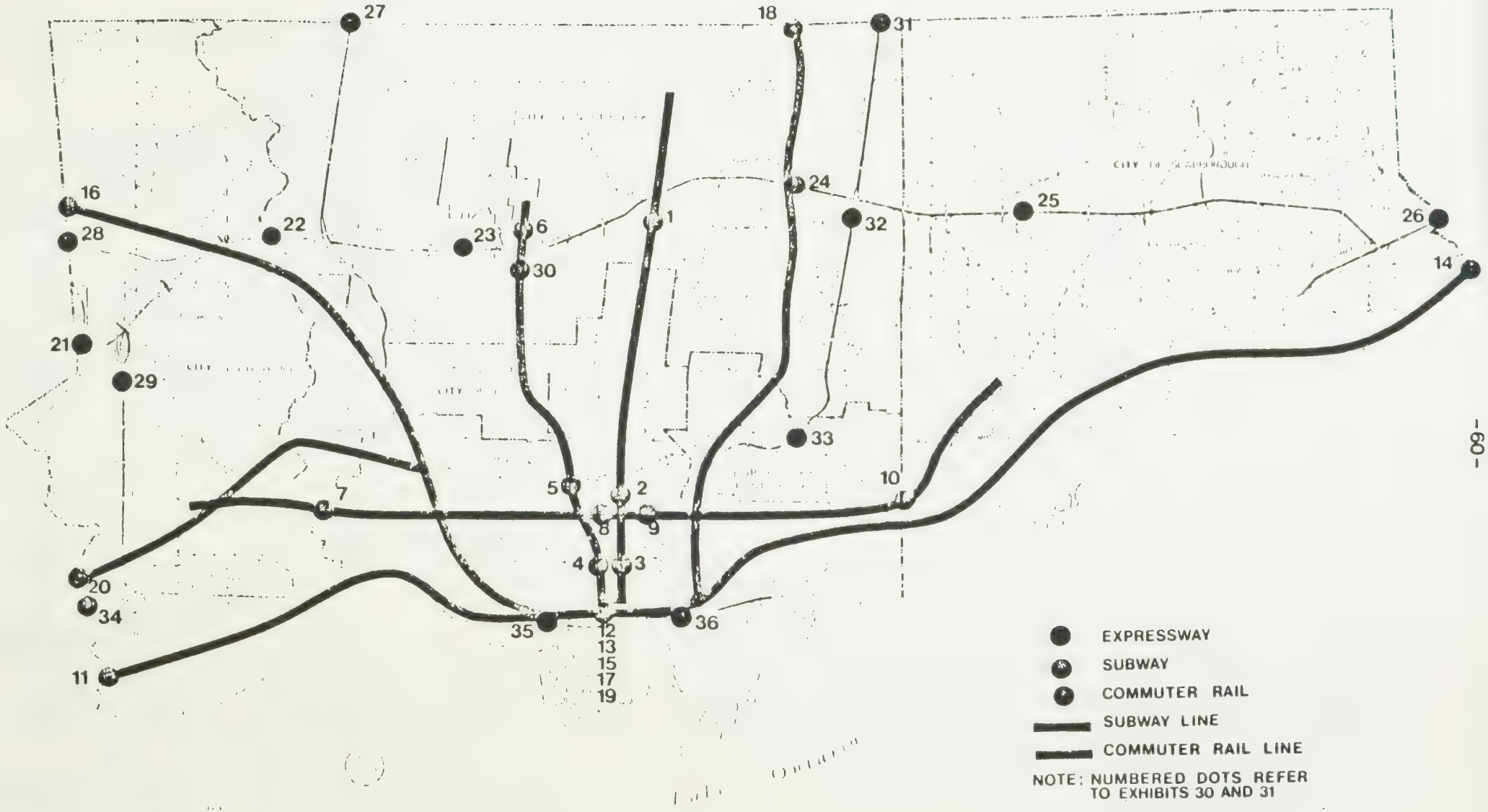


EXHIBIT 29:
LOCATIONS OF SELECTED COUNTS ON MAJOR TRANSPORTATION FACILITIES

METRO CORDON COUNT PROGRAM 1983

EXHIBIT 30 (Continued)

LOCATION	A.M. Peak Hour Inbound			P.M. Peak Hour Outbound			7:00 A.M. - 7:00 P.M. (Two-way Totals)		
	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 Year (8 year) % Change	1 year (7 year) % Change
9. E. of Yonge Station									
1975	17,267			16,439			139,094		
1977	18,846	9.1		17,909	8.9		132,640	-4.6	
1979	16,385	-13.1		17,248	-3.7		134,698	1.6	
1981	19,331	18.0		19,428	12.6		147,842	9.8	
1982	19,917		3.0	20,150		3.7	148,403		3.8
			(15.3)			(22.6)			(6.7)
10. W. of Victoria Park Station									
1975	10,313			8,822			70,021		
1977	11,219	8.8		10,737	21.7		71,105	1.5	
1979	10,782	-3.9		9,898	-7.8		65,965	-7.2	
1981	14,450	34.0		9,921	0.2		78,563	19.1	
1983	11,866	-17.9		9,330	-6.0		75,759	-3.6	
		(15.1)			(5.8)			(3.2)	
GO Commuter Rail*									
11. Lakeshore at Etobicoke Creek									
1977	3,793			3,864			12,965		
1979	4,766	25.7		3,943	2.0		14,485	11.7	
1981	5,972	25.3		5,705	44.7		19,427	34.1	
1983	5,896	-1.3		4,624	-18.9		17,242	-11.2	
		(55.4)			(19.7)			(33.0)	
12. Lakeshore West at Union									
1977	4,068			4,071			14,449		
1979	4,968	22.6		4,815	18.3		16,675	22.9	
1981	7,142	43.2		6,194	28.6		21,999	22.2	
1982	6,932		-2.9	5,546		-10.5	20,541		-6.6
			(70.4)			(36.2)			(42.2)

EXHIBIT 30 (Continued)

LOCATION	A.M. Peak Hour Inbound			P.M. Peak Hour Outbound			7:00 A.M. - 7:00 P.M. (Two-way Totals)		
	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 Year (8 year) % Change	1 year (7 year) % Change
5. N. of Dupont Station									
1979	8,524			7,894			56,167		
1981	11,144	30.7		9,575	21.3		66,038	17.6	
1983	9,845	-11.7		9,561	-0.1		70,189	6.3	
		(15.5)			(21.1)			(25.0)	
6. S. of Wilson Station									
1979	2,285			3,266			18,427		
1981	2,723	19.2		3,337	2.2		23,684	28.5	
1983	3,368	23.7		2,454	-26.4		21,932	-7.4	
		(47.4)			(-24.9)			(19.0)	
Bloor-Danforth Subway									
7. W. of Jane Station									
1975	9,097			8,468			71,811		
1977	9,923	9.1		8,959	5.8		63,191	-12.0	
1979	9,945	0.2		10,340	15.4		67,311	6.5	
1981	11,335	14.0		8,071	-21.9		71,913	6.8	
1983	11,934	5.3		9,516	17.9		82,457	14.7	
		(31.2)			(12.4)			(14.8)	
8. E. of St. George Station									
1975	15,603			14,739			154,664		
1977	11,446	-26.6		13,818	-6.2		146,266	-5.4	
1979	15,492	35.3		13,925	0.8		155,677	6.4	
1981	16,210	4.6		13,919	0		167,623	7.7	
1982	15,725		-3.0	18,158		30.5	173,537		3.5
			(0.8)			(23.2)			(12.2)

EXHIBIT 30 (Continued)

LOCATION	A.M. Peak Hour Inbound			P.M. Peak Hour Outbound			7:00 A.M. - 7:00 P.M. (Two-way Totals)		
	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 Year (8 year) % Change	1 year (7 year) % Change
17. Richmond Hill at Union									
1979	1,091			943			2,034		
1981	1,239	13.6		1,083	14.8		2,322	14.2	
1982	1,210		-2.3 (10.9)	1,037		-4.2 (10.0)	2,247		-3.2 (10.5)
18. Richmond Hill at Steeles									
1979	444			405			849		
1981	555	25.0		489	20.7		1,044	23.0	
1983	411	-26.0 (-7.4)		372	-23.9 (-8.1)		783	-25.0 (-7.8)	
19 Milton at Union									
1982	1,502			1,538			3,040		
20. Milton at Etobicoke Creek									
1983	1,337			1,920			3,788		

* Note: 1975 GO Transit not presented. see explanation in text.

EXHIBIT 30 (Continued)

LOCATION	A.M. Peak Hour Inbound			P.M. Peak Hour Outbound			7:00 A.M. - 7:00 P.M. (Two-way Totals)		
	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 year (8 year) % Change	1 year (7 year) % Change	Transit Passengers	2 Year (8 year) % Change	1 year (7 year) % Change
13. Lakeshore East at Union									
1977	2,976			2,343			10,061		
1979	3,054	2.6		3,069	31.0		12,365	22.9	
1981	4,272	39.9		3,874	26.2		15,108	22.2	
1982	3,951		-7.5	3,861		0.3	14,741		-2.4
			(32.8)			(64.8)			(46.5)
14. Lakeshore at Rouge River									
1977	1,499			1,151			5,458		
1979	1,498	0.1		1,518	31.9		6,771	24.1	
1981	2,135	42.5		1,906	25.6		8,038	18.7	
1983	2,280	6.8		1,827	-4.1		8,138	1.2	
		(52.1)			(58.7)			(49.1)	
15. Georgetown at Union									
1977	1,729			1,842			3,910		
1979	1,871	8.2		1,788	-2.9		4,113	5.2	
1981	2,215	18.4		2,171	21.4		5,082	23.6	
1982	2,109		-4.8	2,052		-5.5	4,887		-3.8
			(22.0)			(11.4)			(25.0)
16. Georgetown at Indian Line									
1977	1,572			1,535			3,195		
1979	1,650	5.0		1,586	3.3		3,430	7.4	
1981	1,973	19.6		1,950	23.0		4,211	22.8	
1983	1,629	-17.4		1,809	-7.2		3,704	-12.0	
		(3.6)			(17.9)			(15.9)	

EXHIBIT 31 (Continued)

Location	A.M. Peak Hour (inbound-except where noted by *)					P.M. Peak Hour (outbound-except where noted by *)					7.00 A.M. - 7.00 P.M. (Two-way Totals)				
	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
25. At CN Uxbridge Subdivision															
1975	7,403		12.1	0.2	1.22	6,478		12.3	0.2	1.28	92,113		20.4	0.4	1.32
1977	9,061	22.4	12.1	0.1	1.24	8,187	26.4	10.5	0.1	1.23	106,631	15.8	20.4	0.3	1.28
1979	8,628	-4.8	8.7	0.2	1.24	7,991	-2.4	6.5	0.2	1.23	110,282	3.4	15.9	0.3	1.24
1981	9,916	14.9	8.3	0.3	1.26	8,386	4.9	7.8	0.2	1.24	124,774	13.1	15.4	0.3	1.24
1983	11,290	13.8 (52.5)	8.0	0.2	1.10	7,611	-9.2 (17.5)	9.2	0.1	1.11	129,150	3.5 (40.2)	17.0	0.4	1.25
26. At East Metro Boundary															
1975	3,337		14.1	0.2	1.18	3,210		13.9	0.2	1.37	44,723		22.8	0.3	1.38
1977	4,963	48.7	12.5	0.2	1.22	3,956	23.2	14.4	0.1	1.32	56,884	27.2	22.4	0.4	1.40
1979	4,596	-7.4	9.0	0.1	1.24	4,906	24.0	7.0	0.1	1.30	60,123	5.7	16.5	0.4	1.30
1981	5,266	14.6	8.8	0.3	1.27	5,184	5.7	7,2	0.3	1.30	65,172	8.4	16.2	0.4	1.30
1983	5,640	7.1 (69.0)	9.0	0.3	1.29	5,663	9.2 (76.4)	7.8	0.3	1.30	70,663	8.4 (58.0)	16.4	0.5	1.35
Highway 400															
27. At North Metro Boundary															
1975	2,690		16.5	0.4	1.20	3,318		20.7	0.3	1.58	34,331		26.1	0.3	1.39
1977	3,104	15.4	19.9	0.4	1.26	2,928	-11.8	19.6	0.3	1.38	38,612	12.5	27.1	0.3	1.33
1979	2,912	-6.2	10.5	0.5	1.16	3,088	5.5	8.6	0.4	1.17	39,107	1.3	19.0	0.5	1.24
1981	3,040	4.4	11.4	0.4	1.17	3,255	5.4	12.9	0.3	1.28	41,517	6.2	20.2	0.4	1.26
1983	3,784	24.5 (40.7)	10.4	0.3	1.17	3,170	-2.6 (-4.5)	8.3	0.5	1.27	47,857	15.3 (39.4)	20.0	0.4	1.29
Highway 409															
28. At West Metro Boundary															
1979	1,642*		6.3	0.2	1.22	2,093*		8.9	0.1	1.31	23,340		13.5	0.6	1.34
1981	2,089*	27.2	9.1	0.1	1.22	2,533*	21.0	7.2	0.1	1.28	28,724	23.1	15.8	0.5	1.31
1983	1,964*	-6.0 (19.6)	7.0	0.3	1.32	2,702*	6.7 (29.1)	9.1	0.2	1.29	28,089	-2.2 (20.3)	16.4	0.5	1.34

EXHIBIT 31: SELECTED COUNTS ON EXPRESSWAYS

Location	A.M. Peak Hour (inbound-except where noted by *)					P.M. Peak Hour (outbound-except where noted by *)					7.00 A.M. - 7.00 P.M. (Two-way Totals)				
	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
Highway 401															
21. At West Metro Boundary															
1975	3,207		20.8	0	1.19	2,986		16.7	0.3	1.37	56,290		27.9	0.2	1.33
1977	7,159	123.2**	13.6	0.3	1.20	5,873	96.7	14.8	0.1	1.31	84,371	49.9	24.5	0.4	1.33
1979	7,744	8.2	10.8	0.2	1.20	6,629	12.9	10.5	0.2	1.14	98,695	17.0	18.9	0.3	1.19
1981	8,489	9.6	10.6	0.4	1.16	8,528	28.6	9.9	0.3	1.22	119,571	21.2	18.4	0.4	1.20
1983	7,980	-6.0 (148.8)	10.3	0.2	1.22	7,864	-7.8 (163.4)	9.5	0.2	1.20	128,183	7.2 (127.7)	18.5	0.3	1.24
22. At Humber R.															
1975	9,385*		15.9	0.5	1.13	9,464*		14.7	0.1	1.28	152,209		21.8	0.2	1.26
1977	10,771*	14.8	15.9	0.1	1.12	10,372*	9.6	17.6	0.1	1.16	166,312	9.3	22.7	0.3	1.23
1979	10,973*	1.9	11.5	0.1	1.10	11,601*	11.8	12.0	0.1	1.22	183,102	10.1	18.2	0.3	1.19
1981	10,523*	-4.1	14.2	0.1	1.13	11,172	-3.7	10.7	0.2	1.22	189,797	3.7	18.1	0.3	1.20
1983	11,726*	11.4 (24.9)	11.0	0.2	1.11	11,798	5.6 (24.7)	11.8	0.2	1.22	201,945	6.4 (32.6)	18.6	0.3	1.22
23. At CN Newmarket Subdivision															
1975	8,835*		10.7	0.1	1.10	10,275*		11.0	0.1	1.20	140,828		17.5	0.1	1.22
1977	11,479*	29.9	13.9	0.1	1.12	11,247*	9.5	15.4	0.1	1.37	169,429	20.3	19.6	0.2	1.29
1979	12,139*	5.7	10.2	0.1	1.10	11,093*	-1.4	10.6	0.1	1.22	169,699	0.2	17.8	0.3	1.23
1981	12,024*	-0.9	11.2	0.2	1.15	11,112	0.2	13.3	0.3	1.19	190,481	12.3	15.7	0.4	1.19
1983	11,371*	-5.4 (28.7)	8.8	0.2	1.14	10,083*	-9.3 (-1.9)	10.6	0.3	1.16	189,371	-0.6 (34.5)	16.0	0.4	1.21
24. At CN Bala Sub															
1975	9,335		11.9	0	1.16	7,496		12.6	0	1.21	127,352		21.0	0.2	1.23
1977	10,388	11.3	13.7	0.1	1.21	10,596	41.4	11.6	0.1	1.25	153,645	20.6	20.8	0.2	1.21
1979	11,494	10.6	9.0	0.2	1.12	10,170	-4.0	6.9	0.2	1.15	165,458	7.7	16.2	0.3	1.18
1981	8,057*	-29.9	12.4	0.2	1.09	8,015*	-21.2	17.6	0.1	1.21	150,882	-8.8	17.5	0.3	1.18
1983	12,010	49.1 (28.6)	10.7	0.2	1.20	11,008	37.3 (46.9)	10.2	0.2	1.14	183,883	21.9 (44.4)	17.3	0.4	1.20

EXHIBIT 31 (Continued)

Location	A.M. Peak Hour (inbound-except where noted by *) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	P.M. Peak Hour (outbound-except where noted by *) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	7.00 A.M. - 7.00 P.M. (Two-way Totals) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
33. At Taylor Ck.															
1975	5,129		7.5	0.1	1.33	5,032		10.1	0	1.31	83,237		15.6	0.2	1.28
1977	5,120	1.3	7.6	0.2	1.28	4,756	-5.4	6.5	0.2	1.28	85,180	2.3	13.0	0.3	1.26
1979	5,164	0.9	6.1	0.1	1.27	4,549	-4.4	7.8	0.2	1.17	90,451	6.2	10.8	0.3	1.26
1981	4,866	-5.8	5.4	0.2	1.21	5,457	20.0	2.9	0.1	1.26	86,381	-4.5	9.7	0.3	1.22
1983	5,756	18.3	8.3	0.4	1.30	4,969	-8.9	14.1	0.2	1.12	98,098	13.6	13.6	0.4	1.22
		(12.2)					(-1.3)					(17.9)			
Gardiner Expwy															
34. At West Metro Boundary															
1975	6,731		7.9	0.2	1.18	6,570		8.5	0.2	1.34	89,494		16.8	0.3	1.30
1977	7,498	11.4	9.1	0.2	1.29	6,919	5.3	9.1	0.2	1.34	101,080	12.9	17.1	0.4	1.35
1979	7,132	-4.9	9.3	0.3	1.27	7,024	1.5	6.2	0.3	1.34	108,260	7.1	15.3	0.4	1.31
1981	9,140	28.2	6.0	0.3	1.18	6,778	-3.5	5.0	0.2	1.25	117,190	8.3	11.6	0.4	1.25
1983	7,730	-15.4	5.9	0.2	1.28	6,940	2.4	5.2	0.2	1.16	104,262	-11.0	11.6	0.4	1.26
		(14.8)					(5.6)					(16.5)			
35. At Bathurst St															
1975	5,212		8.8	0.2	1.34	6,043		6.6	0.3	1.36	89,480		14.3	0.4	1.29
1977	5,171	-0.8	9.5	0.1	1.26	5,685	-5.9	7.0	0.5	1.36	91,924	2.7	14.6	0.4	1.30
1979	5,201	0.6	11.1	0.3	1.30	6,845	20.4	7.3	0.1	1.66	96,454	4.9	14.9	0.5	1.33
1981	5,211	0.2	11.8	0.5	1.24	5,210	-23.9	12.7	0.4	1.28	95,419	-1.1	16.2	0.6	1.28
1983	5,935	13.9	11.6	0.3	1.25	5,898	13.2	13.2	0.3	1.29	104,008	9.0	14.1	0.5	1.26
		(13.9)					(5.6)					(16.2)			
36. At Cherry St															
1975	4,097		10.4	0	1.24	4,045		10.3	0	1.29	54,559		16.9	0.2	1.28
1977	4,157	1.5	10.0	0.1	1.26	4,183	3.5	12.7	0.1	1.24	55,008	0.8	16.4	0.2	1.24
1979	5,642	35.7	7.4	0	1.55	4,587	9.7	11.2	0	1.30	64,595	17.4	16.4	0.2	1.35
1981	4,335	-23.2	12.5	0.2	1.28	4,337	-5.5	9.1	0.2	1.32	62,460	-3.3	17.6	0.6	1.27
1983	4,294	-0.9	10.7	0.3	1.23	4,048	-6.7	12.5	0.2	1.26	63,787	2.1	16.6	0.4	1.27
		(4.8)					(0.1)					(16.9)			

** Note: Highway 401 under construction west of West Metro Boundary. May, June 1975

EXHIBIT 31 (Continued)

Location	A.M. Peak Hour (inbound-except where noted by *) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	P.M. Peak Hour (outbound-except where noted by *) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.	7.00 A.M. - 7.00 P.M. (Two-way Totals) Total Vehicles	2 year (8 year) % change	% Trucks	% Transit Vehicles	Aver. Auto Occup.
Highway 427															
29. S. of Hwy 401															
1975	5,167*		16.9	0.3	1.17	5,113*		18.1	0.6	1.29	83,891		23.7	0.4	1.30
1977	6,423	24.3	17.6	0.3	1.29	6,443*	26.0	16.9	0.3	1.36	99,078	18.1	23.1	0.3	1.37
1979	6,892*	7.3	12.8	0.4	1.16	6,420	-0.4	12.6	0.3	1.26	107,086	8.1	18.1	0.3	1.25
1981	7,427	7.8	12.3	0.3	1.16	7,781*	21.2	10.3	0.4	1.24	122,641	14.5	16.6	0.3	1.24
1983	6,306	-15.1 (22.0)	10.4	0.3	1.21	6,922*	-11.0 (35.4)	8.9	0.2	1.25	110,602	-9.8 (31.8)	6.9	0.2	1.28
W.R. Allen Road															
30. S. of Hwy 401															
1975	1,986		10.1	0.4	1.28	1,904		10.2	0.4	1.29	28,806		12.7	0.2	1.31
1977	2,530	27.4	9.4	0.7	1.22	2,569	34.9	8.8	0.2	1.27	40,716	41.3	12.7	0.3	1.27
1979	2,922	15.5	5.9	0.1	1.20	3,422	33.2	5.2	0.2	1.27	50,450	23.9	8.6	0.3	1.25
1981	2,947*	0.9	5.2	0.2	1.17	3,474	1.5	6.5	0.2	1.28	52,377	3.8	9.3	0.3	1.27
1983	3,154*	7.0 (58.3)	4.1	0.3	1.13	3,557	2.4 (86.8)	8.2	0.2	1.27	55,393	6.7 (94.0)	9.5	0.3	1.26
Don Valley Pkwy./Hwy. 404															
31. At North Metro Boundary															
1979	1,867		17.5	1.0	1.21	1,721		6.3	0.3	1.20	24,306		15.6	0.7	1.25
1981	2,757	47.7	10.3	0.3	1.22	3,089	79.5	10.0	0.2	1.26	37,094	52.6	15.1	0.4	1.26
1983	3,767	36.6 (101.8)	11.9	0.2	1.04	3,599	16.5 (109.1)	11.0	0.3	1.21	42,797	15.4 (76.1)	16.7	0.5	1.14
32. S. of Hwy 401															
1975	4,925		9.5	0.3	1.27	5,146		7.3	0.1	1.32	79,490		16.0	0.2	1.27
1977	4,921	0.1	7.5	0.2	1.32	5,223	1.5	14.3	0.4	1.26	88,411	11.2	15.0	0.5	1.26
1979	5,091	3.5	6.1	0.3	1.21	5,668	8.5	6.5	0.4	1.22	104,989	18.8	11.3	0.4	1.22
1981	5,502	8.1	6.7	0.3	1.18	6,399	12.9	5.5	0.2	1.16	108,728	3.6	10.4	0.2	1.18
1983	5,421	-1.5 (10.1)	5.9	0.4	1.24	6,422*	0.4 (24.8)	3.7	0.1	1.28	109,708	0.9 (38.0)	10.6	0.3	1.22

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